Daily British Colonist.

TWENTY-FIFTH YEAR. } VICTORIA. BRITISH COLUMBIA FRIDAY, MAY 11, 1883. { VOLUME XLIX NO. 127

Daily Colonist.

PUBLISHED EVERY DAY, EXCEPT MONDAY

BY D. W. HIGGINS.

COLONIST BUILDING — GOVERNMENT STREET, FIRST DOOR NORTH OF THE POST OFFICE

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ISSUED EVERY TUESDAY MORNING IN TIME FOR THE MAILS

THE GRAPPLER DISASTER.

Adjourned Inquest.

FOURTH DAY.

THURSDAY, May 10, 1883.

INQUEST ON THE BODY OF MCPHAIL.

Yesterday morning the inquest on the body of Donald McPhail was continued before coroner Hon. A. F. Pemberton.

The deputy attorney general was present, and Mr. Jesse attended on behalf of Mr. Pooley in the interest of the owners.

The names of the jury were called.

Mr. Watkiss, a juryman, asked that the written report by Capt. Hicks made a year and a half ago on the Grappler, of which he was in charge for a time, should be obtained.

The coroner promised the document should be procured.

Supt. O'Connor said Capt. Hicks made the report to Capt. Revely, and he handed it to Mr. Saunders.

Captain John F. Jagers sworn—I was captain of the Grappler; I sailed from Victoria on the 28th of April; I got a clearance. I am not sure it showed if the Grappler was carrying passengers or not. As far as I know there was no difference in a clearance between a passenger and a freight boat. I never saw the inside of the clearance; I got it folded up, and never opened it. I produced the list of passengers that were going to Wrangel, and I presume the clearance authorized passengers. I also produced at the custom house a manifest of freight and bill of health. I cleared for Fort Wrangel and way ports; I produced them to Mr. Milne at the custom house. Messrs. Saunders and Warren owned the vessel; I do not know if any one else has an interest in her. My officers and crew all told consisted of 13, viz: 1 chief engineer, 2 firemen, 2 coal passers, 1 mate, 1 purser, 1 pilot, 2 seamen (white men), 1 Indian deck hand, 1 Chinese cook, and myself. I could not tell the number of passengers; I think there were about 100 as near as I could tell; the list was burnt. I suppose there were about 30 white passengers and 70 Chinamen. There were 36 lives saved; of these 21 were white men, 2 Indians, and 13 Chinese. I suppose it is the duty of the captain to know the position of the ship's boats. The Grappler had two boats belonging to her on her on her last trip. They were the same boats mentioned by the inspector. There were four oars in each, worked with rowlocks, which were in the boats, as one was used shortly before leaving the wharf. The rowlocks were secured by a small rope in each. The boats were hung in separate davits ,ready for instant use. I never exercised the crew in lowering boats, as we had enough of it. The boats were on either side amidships. We had a number of life-preservers; I could not say how many, but they were all there the inspector saw, as none were put ashore. I have been on the boat a month and a half. The life-preservers were put in the bunks in the staterooms on deck and in the forecastle. There were temporary berths nailed up 'tween decks for the trip; there were no life-preservers in them. The greater part of the white passengers were steerage; they slept between decks in the temporary berths; the Chinese occupied some berths and the rest slept on the top of the freight, where we generally put them. There were three means of exit in the after part of the vessel to the upper deck and one forward for the crew, and no one could conveniently use this but them or persons down forward. Aft there was one leading to the main deck, and also the engine room. In the other hatchways a person could step up from the freight. One person at once could pass up the engine-room hatch; as regards the others the stairs had been removed on account of the freight, which was so arranged that it answered as stairs. I had no license or authority to carry passengers, only the clearance from the custom house. There was no casing around the tiller ropes below the wheel, where they branched off to either side the vessel, because it was not needed. There was no cover to the wheel rope where it came nearest the boiler; it was 7 feet off the back connection of the boiler. I was not on board when the inspector made his first inspection. He told me what things to get. I asked him afterwards to come and see the equipments. He came and gave me a certificate. There were no alterations afterward except the temporary berths and some little improvement in the machinery department. It was the mate's business to see that the hose was in its proper place as well as everything else. The masts and rigging were in good condition. The first alarm of fire was given me by the engineer, who said there was a suspicious smell around. I went below to ascertain what caused the smell. I found the smell pretty strong, as if something was smouldering. I went from the after part of the ship to the forward part along the boiler to the back connection. I saw nothing, but it smelt like smoke. I went there because there was likely to be most heat there. I had no particular suspicion of the back connection, but the most heat was there, and I went that way. I had heard there had been a fire at that place before, and at the same time how it originated. This was before my time. When we went to examine the back connection I could not see the plate on account of the bulkhead. The engineer was on one side and I on the other. It was a temporary bulkhead and came within three feet of the back connection. It was put up to hinder coal from running down there. I took away the bulkhead and saw smoke coming from the vicinity of the back connection, but it might have been from the bottom of the boiler. I did not see the plate then, for there was a covering over it, partly freight and partly a tarpaulin over the freight. I was then six feet from the plate. The nearest thing to the plate was the combing that went round the boiler, which was nearer than the tarpaulin. I could form no idea where the smoke came from. The temporary berths along the boiler did not run as far as the back connection by half the length of the boiler. I considered the fire was not on the main deck, but in the hold. There may have been some passengers in the forecastle with the men. Smoking was allowed below where the passengers were. No one could get to the hold for smoke; the fire might have arisen from various causes, but I could form no idea. My first idea was there was gas formed below, because the burst of flame was so sudden; I had no time to get a second idea. The gas might be generated in the coal bunkers. I hardly know what to think of the matter now. The gas might have been generated by spontaneous combustion. They began to move some coal, and while the engineer went for the hose I went on deck and called the mate. After that I could not get down below; I saw no flame before I left, but I did after. I came back from calling the mate. The flames were round the boiler, coming from the lower hold or boiler room, up the fore hatch. To get at the coal we should have removed part of the bulkhead. They were in the act of removing the coal when I left. I do not think the removal of the coal gave vent to the flame, as little was removed. If they had removed the coal it would have made no difference, as there was still the bulkhead. The tarpaulin was of canvas painted, and it was supposed to be watertight. I was satisfied nothing could touch the plate of the back connection. I hold no certificate or license, it was not necessary. In this port captains and masters have not certificates always; it is not necessary. What is required is local knowledge. All I found necessary was that the owners were satisfied of my local knowledge.

To the foreman—I once had a mate's certificate, but I have lost it. I neither got it nor lost it in this country.

Deputy attorney general—Where, when and how did you lose the certificate as mate?

Witness—I decline to answer that question or state anything further in relation to the matter. When the fire was well advanced I heard one or two passengers enquiring for a life-preserver. I told them where they were to be found. I could not say if they found them; I don't know if they spoke to me again, as I was very busy. I tried to assist in lowering the boats. One boat I assisted at got filled, the other boats were then lowered. This was a ship's boat. She filled in consequence of the tackles being let go by the run. I managed to catch the end of the rope and made it fast. The bungling did not arise from the defective condition of the tackle. I left the ship by means of a rope, and tried to swim off. I had a life-preserver. Somebody gave it to me; I don't know how I got it. In the water I swam for a long time, till I got insensible, and I was found on a rock.

To Mr. Jesse—I had a crew of 13; I consider that number sufficient for the Grappler. I never looked at the clearance, and don't know how it was worded; I was busy at the time. There are other boats carrying passengers and freight cleared in the same way. It is the custom of the port. I consider it the duty of the inspector to notify the custom house if he is not satisfied with the condition of a vessel. The Grappler was advertised to carry passengers for 10 days or two weeks. I think the Grappler was quite safe; there was not a sufficient life-preservers for all, but what there were could easily be got. There were four boats on board besides those of the ship. There was one large boat belonging to the Grappler left behind in Victoria, as I thought there were sufficient number. The boat is at Dickson and Campbell's wharf. The white passengers were not all steerage. The cargo was lumber and merchandise, and three-fourths of it would have been delivered at McAllister's place, where I expected to be Tuesday night or Wednesday. When the fire broke out I headed the vessel for the Vancouver shore, but the wheel ropes were burnt and she kept going round. All the lives would have been saved but for the excitement of the passengers, which interfered with the lowering of the boats. The channel is about two miles wide where the accident occurred. The ropes gave out just as I had steadied the vessel. I have been asked for a certificate at the custom house whenever I had my name put on the vessel's register. They asked me if I had one, and I told them no, and got registered all the same. I came out to this country as second mate of a ship. I consider everything possible was done under the circumstances. I did all I could, and was the last to leave the vessel. This was three hours after the fire broke out. The tarpaulin was so fixed on the freight that it could not get within four feet of the plate of the back connection. After telling the mate to arrange it I looked after it myself. It was necessary to keep dust and fine coal off the freight and back connections. The tarpaulin could not slip down, but if it had slipped down it might have got on fire, but it could not come within four feet of the back connection plates. There are several boats in this port with similar boiler construction, and freight placed round the boiler in a similar manner.

Mr. Jesse asked the examination of the witness be adjourned till to-morrow, as there might be other questions.

Inquest then adjourned till 10 o'clock to-morrow.

A PRAISEWORTHY OBJECT.

"None name it but to praise." This is true of that unsurpassed remedy, "Hagyard's Yellow Oil." It cures pain and inflammation, whether from sprain, bruise, or frost-bite, lame back, rheumatism, neuralgia, sore throat, croup, deafness, and for internal and external use. (31)

HIGHEST prices paid at the Dominion Market for fish, game, poultry, eggs, butter, etc., Government street between Fort and Broughton. *

EUROPE.

NEW YORK, May 7.—The *Times'* special from London to-day says that Barry, Irish member from Wexford, and a Parnellite, offered to resign his seat on the ground that his presence may prove embarrassing to Irish leaders. The government learned of Barry's former relations to Tynan, and has used is information to harrass the Irish party. It is said that all the government knew was the fact above stated, which was used to produce the belief that Tynan had turned informer.

The editor of *Freeman's Journal*, Gray, informed Parnell that he also intended to resign, and Parnell was expected to explain that ill-health and pressing journalistic duties necessitated his resignation.

Parnell refused to accept either, and strongly urged Barry and Gray to retain their seats. Every effort is being made to induce a reconsideration, which is expected by Parnell. The Forster party points to the conduct of Barry and Gray as a confession of weakness by the Irish party, and as the beginning of the disruption of Parnellism, which they claim government information is sure to bring about sooner or later.

DUBLIN, May 8.—The lord lieutenant has commuted the death sentence of Patrick Delaney, who pleaded guilty to a charge of complicity in the murder of Cavendish and Burke.

BERLIN, May 9.—Notwithstanding rumors which have been afloat that dissolution of parliament was imminent, signs of Bismarck's belief in dissolution as an effective weapon against refractory parliament are by no means as strong as previously.

DUBLIN, May 9.—The third trial of Timothy Kelly, charged with complicity in the murder of Cavendish and Burke, was concluded to-day. The jury found a verdict of guilty against the prisoner, and he was sentenced to be hanged. The jury deliberated an hour. He is to be hanged June 9. On being removed after being sentenced, Kelly said, "I am innocent. Thank you, my Lord." He thanked his counsel for their exertions on his behalf, and hoped they might live long to defend the innocent.

BERLIN, May 9.—Bismarck's defeat in the Reichstag, on the question of the budget, cannot be considered decisive. The commission to which the budget was referred contains a small majority of tories and clericals, who probably will secure a second reading after another recess. The bill cannot pass, however, before the winter session. The result is directly opposed to the wishes of the Emperor, as expressed in his recent message. During a heated debate the last few days in the Reichstag, the Emperor's name has been freely mentioned. It was generally regretted that the Emperor should have deemed it advisable to throw the dignified reserve of the crown's personal influence into the scale of political arguments.

LONDON, May 9.—A. Mitchell, who was arrested at Leicester with explosives, has been discharged, there being no evidence to connect him with the dynamite conspiracy.

Eastern States.

CHICAGO, May 9.—A paper published this city says: "In the midst of an upheaval, which seems likely to overwhelm the robbed, wretched, hopeless and hated peasantry of Ireland, the president was gorging himself with choice liquids and shrimp salad, while American citizens were being railroaded to the gallows in Dublin without a word of protest from him, or that half-breed Harvard-English snob, our minister to England, James Russell Lowell." In the same page Secretary Frelinghuysen is addressed as a "dotard," Folger as a "debauchee," and Attorney General Brewster as "sot."

NEW YORK, May 9.—Cardinal McCloskey was seen to-day about the London *Standard's* Rome dispatch to the effect that Cardinal Jacobin, papal secretary of state, had cabled an inquiry if it were true that Cardinal McCloskey had received Alexander Sullivan, president of the Irish national league, and demanding an explanation. Cardinal McCloskey denies that he received such dispatch.

NEW CLOTHING.

Our Spring and Summer Stock just arrived comprising Men's Boys' and Youths' Scotch Tweeds and English Diagonals, made in first-class styles. Also, Suits and Pants in extra large sizes, and a complete line of Furnishing Goods.

L. L. Store, next to Goodacre & Dooley's. T. L. DAVISS, Manager.
*2m

A REMARKABLE FACT.

It is a remarkable fact that W. A. Edgers, of Frankville, who was so far gone with liver and kidney complaint that his life was despaired of, was cured with four bottles of Burdock Blood Bitters. At one time he lay a fortnight without an operation of the bowels. (36)

POPULARITY.

Why they are popular. The reason that National Pills are so universally popular is because they are certain in their action, mild and painless in their operation, and never leave the bowels constipated. They are sugar-coated, and contain no mineral poison. (35)

CANADA.

Sensational Report at Halifax—Rowing Match—Death of a Montreal Merchant.

HALIFAX, May 7.—Rumors are current that a startling letter was received by Lieut.-Governor Archibald, warning him of the expected visit to Halifax of two suspicious American vessels and cautioning him to have precautions taken for the safety of life and property of the city. The lieutenant governor admitted receiving a letter, but declined to state its contents or the nature of the measures taken by the military and naval authorities. From other parties in position to know the contents of the letter, it is learned that Col. Clarke on Sunday communicated to the officers information said to come from Sir John A. Macdonald, that two suspicious vessels manned, it is believed, with Fenians, and carrying a quantity of torpedoes and other dangerous explosives, had sailed from Boston a few days ago and thought intended to make Halifax their destination. On arriving here it was asserted that the torpedoes with which the vessels were laden would be laid, as opportunity offered, beneath the waters of the harbor with the intention of blowing up shipping entering or leaving. A line of torpedoes was to be stretched from Somebro up the harbor as close to the city as possible and when the time arrived all would be ready. Particular mention was made that an extraordinary watch be kept on the 14th, the day on which Brady, the Phoenix park murderer, will be executed. It was also recommended that the guards of the various barracks, powder magizines, dock yard and war ships be strengthened. It could not be learned whether the guards on imperial property all over the city had been increased, but on her majesty's ship Tenedos, in port, that had been done and sentries at various parts instructed to be careful whom they allowed to enter at the gates at which they watch.

HALIFAX, MAY 7.—The rowing association has agreed to accept Hanlon and Lee's proposition for a four-mile race, double sculls, August 15, with Hammond and Conley of this city, the place of the race hereafter to be named.

LONDON, Ont., May 7.—Rev. Dr. Darnell, principal of the Dufferin college, (Episcopalian) has disappeared, leaving liabilities behind him to the amount of $7,000. The estate will not pay more than five cents on the dollar. Crookedness on his part is more than hinted at.

MONTREAL, May 8.—Edward Mackay, one of the oldest and wealthiest merchants of this city, died yesterday. He was for 40 years a member of the great dry goods firm of Joseph Mackay & Bros. Joseph died a few years ago, leaving a large proportion of his immense fortune to charitable and benevolent purposes. Edward's wealth is much greater, and it is believed will be disposed of in the same way. Both are bachelors, and all their relatives are wealthy.

OTTAWA, May 8.—At a meeting of Irishmen here speeches were made by Senator Howlan, John Donahue, Principal McCabe and Patrick Barkesville, M. P. Resolutions were passed repelling indignantly the foul imputation cast upon the character of Charles Stewart Parnell, and expressing confidence and faith in the wisdom of the constitutional policy, so energetically pursued by him as leader of the Irish parliamentary party. A subscription list for Parnell's testimonial fund was opened, and Father Whalen, parish priest of St. Patrick's, was appointed treasurer.

HALIFAX, May 9.—Owing to the startling letter of warning from Sir John A. McDonald, a number of special policemen were sworn in for service about the Government house, the provincial building and other points. Last night the provincial and post office buildings were watched by two policemen of the city force detailed for that duty, besides the regular night watchmen. Policemen on duty at night throughout the city were ordered not to take relief in the morning as customary, and those who go off duty in the morning until further instructions will remain on their beats until six. The cause for selecting Halifax as the spot for Fenian action is evidently owing to its prominence as a military station. From what can be learned as to the source of the information which alarmed the authorities, it appears it was a detective at the recent land league conference at Philadelphia, who had communicated to the governor general or the British government that the day of Brady's execution was to be the signal for a combined attempt of revenge, wherever the opportunity might offer. Gen. Sir Patrick McDougall, commander-in-chief of British forces in America, said the contents of the letter received by Lieutenant Governor Archibald are almost the same as telegraphed last night, but it stated that two suspicious vessels had sailed from Boston for Halifax. He said that circumstances a short time ago led him to order an extra sentry at the large powder magazine of Port Pleasant park; but further than this he had not been strengthening the guards in other parts of the city.

OTTAWA, May 9.—The usual rebate on malt duty being omitted from the new revenue bill, brewers and malt dealers called on the governor general to-day. They have another hearing to-morrow, and expect a final answer whether the government will grant them export bounty.

THIS IS RELIABLE.

R. N. Wheeler, Merchant, of Everton, was cured of a severe attack of inflammation of the lungs by Hagyard's Pectoral Balsam. This great throat and lung healer cures weak lungs, coughs, hoarseness, bronchitis, and all Pectoral complaints. (34)

DR. COOPER'S VEGETABLE LIVER-WORT AND KIDNEY CURE

Has no equal as a safe remedy for all diseases of the liver, kidneys and urinary organs. Over 250,000 bottles sold during 1882. Price $1 a bottle. MOORE & Co., sole agents. dw

THE Dominion Fish, Game and Poultry Market will open to-day, Government street, between Fort and Broughton. *

Municipal Police Court.

(Before Hon. A. F. Pemberton.)

THURSDAY, May 10.

John Lewis was charged with absenting himself from the barque Jessie Osborne. The prisoner was remanded.

ASSAULT.

Capt. F. Revely was charged with assaulting Capt. John Devereaux, by striking him with a stick.

Mr. Harrison appeared for the complainant and asked that the information be amended, so as to bring it under section 43 of the act.

Capt. Revely pleaded guilty to the charge, but urged the offence was committed under very great provocation.

His honor asked Capt. Revely if he had any apology to offer.

Capt. Revely said he had no apology for a man who had inferred he was a liar. He then made a statement as to how the difficulty arose, from which it was gathered that it was a result of a conversation at Laing's ship yard in which Capt. Devereaux stated that the ways on which the dominion steamer Sir James Douglas was to be launched were light, and he said that bye and bye Capt. Revely would insist that he told him they were all right. Capt. Revely cautioned Capt. Devereaux not to come near him, but he continued to follow him up and he struck him.

Capt. Revely said he would make no apology at all even if the fine was $20.

Mr. Harrison said his client would be satisfied if Capt. Revely paid the expenses and was bound over to keep the peace.

Capt. Revely said that he would rather pay the fine than be bound over.

His honor thought that was a reason why he should be bound to keep the peace. He would, however, fine the defendant $20 and costs.

Supt. O'Connor said that the costs, including four witnesses and counsel fees, would be $15.

His honor said that all the costs he would allow would be $7.50, making the fine and costs $27.50.

ATTEMPTING TO KILL.

Henry Needham was brought up on remand charged with firing at first officer Stabb of the Invincible.

Supt. O'Connor said as the prosecutor did not press the case, he recommended the prisoner be discharged.

His honor discharged the prisoner.

ASSAULT.

Catharine Castlemain was charged with assaulting Lydia Price.

Mr. Walls said he had hardly received any instructions as counsel for complainant, and he would ask for adjournment. It was a case which he thought both parties had better drop, as it would most likely result in cross cases.

It was finally decided to adjourn the case until two o'clock to-morrow afternoon.

California.

SAN FRANCISCO, May 7.—The steamship Victoria sailed for the north this afternoon with a large number of immigrants who intend settling in the vicinity of Seattle. They are accompanied by J. N. Mudgett of Boston, who formerly operated a boot and shoe manufactory in Linn, Massachusetts. He stated that during the coming summer a party of mechanics will leave from the east for the purpose of settling in the northwest, many of whom are in a position to enter into business for themselves on arriving there. He has been selected to make a report to certain parties with a view of acquainting them with the opportunities there and upon which their future action will depend. Two of the immigrants hailed from Manchester, England, and two from Ireland direct.

Central America.

VALPARAISO, May 8.—Don Patricio Lynch will be promoted to the rank of vice-admiral in June next.

The national temple of gratitude will be inaugurated this month.

A banquet will be given to Japanese naval officers by the commandant of the fleet on board of the Blanca Euclida.

A fire at Aspinwall on Monday destroyed ten houses near the railroad station. Loss, $10,000.

Washington Territory.

WALLA WALLA, May 8.—A cloud burst Monday night on Dry creek, 14 miles from Walla Walla, drowned the son of Wm. Brunton, aged 18. Seven horses were lost and a barn was swept away. Considerable damage was done along the creek to fences, crops and roads.

TELEPHONE the Dominion Market your orders for fish, game and poultry. *

This powder never varies. A marvel of purity strength and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the multitude of low test, short weight, alum or phosphate powders. *Sold only in Cans.* ROYAL BAKING POWDER CO., 106 Wall-st., N.Y. se26dwly

QUICK DISPATCH!

FORTY-THREE DAYS FROM LONDON!!

SHEARS & PARTRIDGE have received by the G. W. Elder several cases of SPRING GOODS, which came by the way of New York and San Francisco, and which reached Victoria in forty-three days from England, being exactly one month quicker in transit than goods coming by way of the Isthmus. These goods being purchased much later in the season than any yet received in Victoria, our customers may rely on their being of the Very Latest Spring Styles. The shipment consists in part as follows:—Black and colored lace, broaded satin parasols in great variety, novelties in extra long silk gloves and mitts, summer hosiery, the new check dress materials, children's cotton sun hats and bonnets in plain and figured, ladies' afternoon aprons (something very pretty), scarf laces in all the new shades, lace collars, handkerchiefs and bows, brocaded Silk Capes; also, a very large assortment of LADIES' and CHILDREN'S UNTRIMMED STRAW HATS. Our stock in this department will be found to be the largest and most varied in Victoria. We have also received large additions of Seasonable Goods too numerous to mention and of which we solicit your special inspection.

SHEARS & PARTRIDGE,
*1m London House.

BY telephone 79 you can order your fish, game and poultry. *

FOR SALE--TO LET.

FOR SALE

COTTAGE AND 3½ ACRES NEAR TOWN.
HOUSE AND GOOD GARDEN, CHATHAM ST.

A FARM IN LAKE DISTRICT

SEVEN MILES FROM VICTORIA.

Vacant Lots in all Parts of the City.

ALLSOP & MASON.
my9

FOR SALE.

THE LION OR STEWART & KEAST'S BREWERY.

TENDERS WILL BE RECEIVED AT THE OFfice of the undersigned up to

TUESDAY, 22ND MAY, 1883,

For the purchase of the above mentioned Brewery, consisting of Two Acres of Land, or thereabouts, Buildings and Plant.

The highest or any tender will not necessarily b accepted.

DRAKE & JACKSON,
Victoria, 23d April, 1883. ap24

FOR SALE.

FOUR ACRES OF LAND SITUATED ON THE Cadboro Bay Road, one mile from the city limits, Victoria. Apply at *The Colonist* Office. my0

FOR SALE.

12 TONS SEED POTATOES (ASSORTED VARIeties) 200 boxes Choice Apples. Also, Ice in quantities to suit consumers. Apply to
J. B. SERE,
ap16 "Richmond," Victoria District.

TO LET.

A FURNISHED ROOM IN A PRIVATE FAMIly. Apply at *The Colonist* office. ap10 1m

TO LET.

TWO PLEASANTLY SITUATED AND WELL furnished FRONT ROOMS on the sunny side of a street only a few moments' walk from the Post-office. Address "H." at *The Colonist* office. ap17

BILLIARD TABLES FOR SALE.

TWO SECONDHAND CAROM TABLES FOR sale CHEAP.
ap11 Apply at the California Saloon Johnson st.

PORTABLE SAWMILL FOR SALE.

OFFERS TO PURCHASE A WATEROUS PORtable Steam Sawmill, the property of the B. C. M. & M. Co., now erected at Barkerville, will be received by the undersigned up to the 20th day of May next.

The Mill is new and in perfect order and complete in all its parts, including 2 54-inch Saws, capable of cutting 10,000 feet per diem. Engines and Boilers of 20-horse power.

Delivery of the Mill to be taken as it stands at Barkerville.

For further information apply to the undersigned or Mr. George Byrnes of Barkerville.

ROBERT G. TATLOW,
ap6dw Secty B.C.M.&M.Co.

LAND REGISTRY ORDINANCE, 1870

LOT No. 1562 VICTORIA CITY.

A CERTIFICATE OF INDEFEASIble Title to the above mentioned Lot will be issued to Robert Beaven, on the 4th day of August next, unless in the meantime a valid objection thereto be made to the undersigned in writing by some person having an estate or interest in said Lot or any part thereof.

H. B. W. AIKMAN,
Registrar General.
Land Registry Office,
3d May, 1883. my4

NOTICE.

ALL PERSONS HAVING CLAIMS AGAINST the firm of Van Volkenburgh & Co., Butchers, Victoria, are requested to send them in forthwith to Mr. J. C. Bales, the receiver.

DRAKE & JACKSON,
my3 10t Solicitors for T. Harper.

BRITISH COLUMBIA

BROOM FACTORY,

Cor. Douglas and Cormorant streets.

HOUSE, MILL, SHIP, STABLE, BREWERY and Toy Brooms, Whisks, etc., all my own manufacture, warranted equal to the best imported, and offered at LOWER RATES to the trade.

Liberal Discount to large purchasers. Orders promptly filled. For terms, etc., address or apply in person to ANDREW STRACHAN,
ap6 Proprietor.

LEMBERGER & LEWIS,

Importers and Dealers in

STOVES, TINWARE AND HOUSEFURNISHING GOODS.

PLUMBING in all its Branches.

YATES STREET, opposite Bank of British North merica. ap19 2m

MISCELLANEOUS

BRITISH COLUMBIA

IMMIGRATION BUREAU.

Information, Employment,

AND

HOMES FOR EMIGRANTS

THE GOVERNMENT OF BRITISH Columbia having established

AN IMMIGRATION AND EMPLOYMENT BUREAU AT VICTORIA,

All persons desirous of obtaining AUTHENTIC INFORMATION about the Country are hereby notified to apply, either personally or by letter, to the Agent.

Pamphlets and Handbooks descriptive of the Country and its Resources will be supplied on application FREE OF CHARGE.

Employers of Labor (skilled or unskilled) in the Province are hereby invited to place themselves in communication with the Bureau.

Office at Government Buildings, James Bay, Victoria, B. C.

All Communications to be addressed to

JOHN JESSOP,
ap1 Immigration Agent.

HARVESTING MACHINERY

AND OTHER

AGRICULTURAL IMPLEM'TS.

FIRST SHIPMENT FOR THIS SEASON TO hand, comprising:—

BRANTFORD CORD BINDERS, REAPERS AND MOWERS.
BRANTFORD COMBINED DRILL AND BROAD CAST SEEDER,
CENTENNIAL SELF-DUMP SULKY RAKE,
SPRING TOOTH CULTIVATORS,
SPRING TOOTH HARROWS,
MOWHAWK AND CLIPPER PLOWS,
BREAKING AND GANG PLOWS,
BURR STONE CHOPPING MILLS,
STRAW CUTTERS, ROOT SLICERS, FANNING MILLS,
SNOWBALL FARM WAGONS, LANCE TOOTH CROSSCUT SAWS, ETC.
FOR SALE--1 BONE CRUSHER.

BURNS & CO.,

CORNER YATES AND BROAD STREET,

AGENTS FOR WATEROUS ENGINE WORKS COMP'Y BRANTFORD, ONTARIO.

Portable Sawmills, Grist Mill, Shingle Mills, Champion Engines, Threshing Establishments, &c.

N. B.—By ordering promptly, up-country country customers an have their goods forwarded before high water ap3dw4m

INTELLIGENCE OFFICE.

HUNG TUCK,

DEALER IN CIGARS, TEAS, ETC., ETC.

Johnson st., one door west Colonial Hotel.

ORDERS FOR ALL KINDS OF CHINESE LAbor promptly attended to.
ap14dwtm T. H. JACKSON, Manage

NOTICE.

THE UNDERSIGNED HAS MADE ARRANGEments to WHITEWASH—KALSOMINE—and do GENERAL HOUSE CLEANING and JOBBING with neatness and dispatch.

Apply to H. S. BUTLER, Fort Street. Orders fo work left at corner of Yates and Broad Streets, wit Bossi & Geisselman, will be attended to. 1map17

DR. CHIPP

M. R. C. S., Eng., L. S. A., London.

PHYSICIAN, SURGEON AND ACCOUCHEUR

Office and Residence — Langley street, north of Bastion. ap7

NOTICE.

NOTICE IS HEREBY GIVEN THAT I INTEND to apply to the Chief Commissioner of Land and Works for permission to purchase section One (I) Range Eight (VIII), and Section Two (II) Range Eight (VIII), Comiaken District.

WILLIAM CHISHOLM.
Cowichan, April 30th, 1883. my3

J. P. DAVIES & CO.

AUCTIONEERS.

UNRESERVED SALE.

We have received instructions from Mr. J. S. Bowker to sell by Public Auction at

CATTLE SALE YARD, FORT STREET,

On Saturday, May 12, 1883,

AT 12 O'CLOCK, NOON,

ALL HIS

TROTTING STOCK,

Sired by the celebrated Trotting Stallion "MAC," consisting of

Lady Mac,	4 year old		Filly
Jimmy Patchen,	4	do	Colt
Gipsy Maid,	3	do	Filly
Jenny Lind,	3	do	Filly
Jack Rochester	2	do	Stud
Nonpareil,	2	do	Stud

Two Yearling Fillies.

ALSO

A handsome dark bay Pony, gentle and in perfect condition; just the thing for a phaeton. Goes well in saddle. Sold because the owner is going away.

TERMS AT SALE.

J. P. DAVIES & CO.,
ap29 Auctioneers.

A RARE CHANCE.

THE FRAME BUILDING ON YATES STREET known as the Oriental Restaurant, is offered for sale; size 32x40 feet. It comprises two stores on the ground floor, eight rooms on second floor; also, four large rooms in the attic. The above being in first-class repair.

For further particulars apply to
my9 WM. McKEON.

FOR THE BEST PHOTOGRAPHS

CALL ON

SPENCER & HASTINGS.

ENLARGEMENTS IN OIL OR INDIA INK AND Dealers in Photographic Material, Views of B. C., etc., Fort street, bet. Douglas and Broad. ap22

Daily Colonist.

FRIDAY MORNING, MAY 11TH, 1883.

L. P. FISHER, Advertising Agent, 21 Merchants Exchange, San Francisco, is authorised to receive advertisements for the columns of this paper.

THE DIVISION.

The types yesterday substituted Mr. Grant's name for Mr. Orr's as voting with the government on their policy bill. Mr. Orr voted for the measure. Mr. Grant did not vote at all.

THE POLICY.

The government bill respecting the Island railway, dry dock, etc., passed the house last evening. There is no reason to doubt the wisdom of the measure, and the grand results that will certainly flow from its passage can scarcely be estimated.

RIOT ON THE RAILWAY WORKS.

Chinese Assault their Foremen--White Men Retaliate.

(Special to The Colonist)

LYTTON, May 10.

On Tuesday last a Chinese gang at work two miles below Hautier station on being given some orders by their foreman, J. Gray, which was not to their taste, assaulted him, J. M. Hays, a bridge superintendent, the time-keeper and a trainster, seriously cutting one of them on the head with a shovel. It is reported that during the following night a party of armed white men attacked the Chinese camp, burned their houses and beat a great many Chinese, one of them so seriously that he had since died.

Supt. Todd is lying over at Lytton to investigate the matter and hold an inquest.

The Late Disaster--No More Bodies--A Bad Indian--A Boy Instantly Killed.

(Special to the Colonist.)

NANAIMO, May 10.—A. Mayer returned to-day from Cape Mudge and Comox. He reports no more bodies found. The boats that hauled the Otter had no bodies. Mayer had Chiquite, chief of the Cape Mudge Indians, arrested at Comox for supplying whisky to other Indians at the time of the wreck and using abusive language to Mayer. The whisky was procured from the burnt vessel. Chiquite was sentenced to six months' imprisonment. He is now here serving his time. A boy named Hawks was run over by his team to-day and instantly killed.

After Many Years.

Mr. Robert Hunt left Victoria 28 years ago to take charge of the H. B. Co.'s station at Fort Rupert, at the northern end of this island. During all those long years he did not once return to Victoria until a few days ago he came down in the Otter. He found that Victoria had grown from a fishing and fur-trading village to an ambitious city of 7000 inhabitants, with a railway and dry dock about to be built and a realestate boom in progress. He looked in vain for the old fort, the pallisades, the great log storehouses, the primitive government buildings and the rickety landing place and the pleasant lanes. All had disappeared and in their places stand rows of business buildings, handsome dwellings, extensive wharves, at which stately ships and steamers discharge or receive freight, and broad streets intersect the townsite and stretch far away towards the green fields of the suburbs.

Fallen Through.

Private advices received from Hongkong by a mercantile house in this city state that the project of a line of steamers from Hongkong to Victoria, has been abandoned on account of the certainty of British opposition and the inability of the projectors to compete with any prospect of success. Certain Chinese merchants there who had been counted upon to further the scheme by agreeing to ship their goods at a fixed rate, have also reconsidered the matter.

Earthquake.

At 5 minutes to 7 o'clock last evening two sharp shocks of an earthquake visited this vicinity. The movement was from southwest to northeast, the duration of both was about six seconds. Buildings were shaken violently, windows, gas-fixtures and crockery rattled, and many people were scared; but no one was hurt.

LARGE TEA SALE.—There will be sold at eleven o'clock this morning at the salesrooms of Messrs. J. P. Davies & Co., on Wharf street, an immense quantity of tea and sugar. It will be the largest tea sale there has ever been in this province and it is said that the quality of the teas has never been surpassed. Tea loosens the tongue and it makes one's brain reel to think of the amount of choice gossip that will have been disseminated before the last cup of tea furnished from this large parcel has been drank. As the sale will be made without reserve, the attendance will undoubtedly be numerous.

STEAMSHIP Wilmington, from San Francisco, landed a number of Ontario passengers at Port Townsend, and the North Pacific brought them to this port yesterday.

THE GRAPPLER DISASTER.—The Ottawa government have ordered an official inquiry into the circumstances which led to the burning of the Grappler by the agent of marine and fisheries, and the investigation will begin to-day.

The ladies' committee P. O. U. sincerely thanks those kind friends of the institution who sent gifts of clothing and other articles of provisions during the month of April.

KOOTENAY COMMISSION.—The government have provided in the supplementary estimates for the payment of the judges in the Kootenay Commission case.

Last night in reply to Mr. John the government stated the Rodello claim (which is for wolves' heads) will be rigidly inquired into.

THE Clemitson and Rodello claims were voted in the supplementary estimate list.

THE blue ribbon club will hold their regular meeting next Saturday evening at 8 o'clock in the Omineca hall. *

BUDWEISER.—A shipment of Budweiser just received by Neufelder & Ross. *

What Some People Say.

That poor Verona Baldwin has been pronounced insane and is now an inmate of the Washington Territory insane asylum.

That O'Donovan Rossa has been warned from Birmingham that two Englishmen, who were selected by lot to kill him, are on their way across the Atlantic to put him out of his misery.

That two fishermen were drowned on Columbia river bar on the 7th. The run of fish is still light.

That real property is higher in consequence of the vote in the house on Wednesday night. Transactions are few, but inquiry is brisk.

That Mr. Bull's lecture last evening was well attended. The lecturer spoke for an hour and was listened to with marked attention and approbation.

That the house will be prorogued tomorrow.

That the session will have lasted 107 days.

That the conversazione was well attended and was a very pleasant affair.

That copies of the tariff changes may be had at *The Colonist* office and the bookstores to-day. *

That Julius Barron, Yates street, wil pay the highest cash price for corn-fed hogs. *

That a handsome assortment of electroplated ware has just been received by Lange & Son. *

That everybody plays on the Monarch billiard table at Commercial Hotel, Douglas and Government streets. *

English Mail.

(Per steamer North Pacific.)

A neat cemetery has been laid out at Tel-el-Kebir, and the bodies of all the English soldiers who where killed in the Egyptian campaign have been collected and buried there.

Since so much comment has been excited by the constant attendance of policemen and detectives upon Mr. Gladstone; the Chief Commissioner of the London police has furnished a statement to the effect that the late Lord Beaconsfield, when Chancellor of the Exchequer in 1867, was followed home every evening from the House of Commons by a police constable in plain clothes, and the duty was continued up to the time he left office in 1868, and renewed in 1874, and continued up to the time he went to the House of Lords. Special precautions were also taken at the same time by the police on duty on the line of route to insure his safety.

The cherry tree which Mr. Gladstone felled in a snow storm during the Easter recess has been presented to the Burslem Liberal Club, whose members propose holding a bazaar in September next, and intend to have a number of articles made of the wood from the tree.

As many as 20,000 deaths occur annually in India from snake bites, and since 1870 from 150,000 to 200,000 persons have perished in this way. India possesses more deadly snakes than any other country, and the bite of the cobra is often fatal within half an hour. In the year 1880 212,776 serpents of all kinds were destroyed, and rewards amounting in all to 11,663 rupees, were paid to their destroyers. In the northwest provinces and in Oude a body of special Kanjars has been formed for the special purpose of killing off the venemous reptiles of thos districts. The men receive two rupees per month, and if a man is so fortunate as to destroy more than twenty snakes during that period, he is paid the equivalent of about three pence per head for all in excess of that number. In 1881 wild beasts caused the death of 2,757 persons, as against 2,810 in 1880, and the number of animals killed by them every year is enormous. The leopards are, perhaps, the farmers' worst foes, and the tigers rank next; but the wolves are scarcely less destructive. In 1881 1,557 tigers and 3,397 leopards were killed.

Bismarck's Turn Coming.

(New York Tribune.)

According to the Berlin correspondents Bismarck suffers principally from the gout. The other ills of which he complains are accessory to this; and there is little hope of his obtaining any relief so long as he gratifies his large appetite, which seems to increase rather than diminish with years. Dr. Struck and other physicians have pointed out to him the necessity of moderation in his diet, but though he does not go to the length of turning them out of the house, as Frederick the Great did under similar circumstances, he pays no attention to their advice, but continues to drink largely of wine and beer and to eat what he likes and as much as he likes. The stories circulated about his weak nerves are regarded as a joke. "When," said one of the Prince's friends lately, "the Colossus dies one of these days, it will be of a colossal indigestion." He was much affected by the news of Gortschakoff's death. "Beaconsfield and Gortschakoff," he remarked to those around him—"the only men whom I could becomingly recognize as antagonists—both disappeared. Friends, my turn is coming."

THE GREAT NATURAL DEMAND.

In order to supply the great natural demand for a remedy of real merit, one capable of cleansing the system, purifying the blood, regulating the liver, and acting on the bowels, the California Fig Syrup Company has commenced the manufacture on a laage scale of a concentrated Syrup of Figs, and is sending out trial bottles to be given away, so that it costs nothing to try it and convince yourself of its efficacy. And as every family needs a bottle, it is also for sale in 75 cent and $1.25 bottles at Langley & Co.'s Drug Store, Agents for B.C. 3

DON'T YOU FORGET IT—that on feeling an aching pain in the hollow of your back to go to your Druggist and get DR. VAN BUREN'S KIDNEY CURE. It will remove the trouble in a few doses. d1wk

TO ENSURE QUALITY. — Neufelder & Ross, grocers, import choice Zinfandel Riesling and Angelica wines direct from California vineyards. For family trade these wines are noted for purity and flavor. *

NEW ADVERTISEMENTS.

WANTED

A LADY WISHES TO OBTAIN A SITUATION as housekeeper to a single gentleman or widower. She is clever and capable. Best references given and required. Apply or address "M.A.," this office. my11 3t

TENDERS WANTED

CARPENTERS AND PAINTERS.

TENDERS ARE INVITED FOR CERTAIN JOINER Work and Painting required to finish the Cabins, etc., on the Steamer Sardonyx.
Specifications can be seen at the office of
H. SAUNDERS,
my11 Johnson street.

RANGES, STOVES,

TINWARE, ETC.

STEAM AND GAS FITTING, COPPERSMITHING,

ALL KINDS OF

Ship & Housework and General Jobbing

Done in Neatest Style and most thorough manner.

HOUSE FURNISHING GOODS

In great variety constantly on hand. SOLE AGENTS for the

FRANCONIA RANGES,

The BEST on the Pacific Coast, and for the famous

FAIRY QUEEN COAL OIL STOVES.

S. L. KELLY & CO.,

YATES STREET, OPPOSITE AMERICAN HOTEL
my11

BEACON LIGHT OIL CO.

DEALERS IN

ALL GRADES OF OIL.

THE BEACON LIGHT OIL

IS A SUPERIOR ILLUMINATING OIL, ODORless, and of High Fire Test. It is manufactured especially for the British Columbia Market and which we offer to the British Columbia Trade for less than inferior oils are sold for.

A. BLACKMAN, Manager.

Office, No. 517 Front Street, San Francisco, California. my11 3m

DOMINION PUBLIC WORKS.

NOTICE TO SHIPBUILDERS.

SEALED TENDERS, ADDRESSED TO THE DOminion Government Agent, Victoria, signed and endorsed "Tender for Mud Punts," will be received at his office at Victoria until

NOON ON THURSDAY, THE 17TH MAY,

For building FOUR MUD PUNTS for dredging service, British Columbia.

Plans and Specifications can be seen at the office of the Dominion Government Agent, Victoria, the Dominion Telegraph Office, New Westminster, and at the office of the Collector of Customs, Nanaimo, on and after this date.

Tenders must be made on the forms supplied.

The successful tenderer upon being notified that his tender has been accepted must execute a contract to the satisfaction of the Dominion Government Agent for the due fulfilment of the work specified.

The lowest or any tender not necessarily accepted.

H. S. ROEBUCK, Secty.

Victoria, B.C., May 10th, 1883. my11

PROVINCIAL SECRETARY'S OFFICE,
7th May, 1883.

HIS HONOR THE LIEUTENANT-GOVERNOR has been pleased to appoint PAULUS EMILIUS IRVING, Esquire, Barrister-at-Law, to be Deputy Attorney General for the Province, to date from the 1st inst., vice Eli Harrison, jr., Esquire, resigned. my11

PUBLIC NOTICE.

NOTICE IS HEREBY GIVEN THAT AN ORDER of the Honorable Executive Council, approved on the 30th August, 1879, which reserved certain lands in the vicinity of Port Simpson from pre-emption, has been rescinded by an Order in Council approved on the 30th March, 1883.

WM. SMITHE,
Chief Commissioner of Lands and Works.

Lands and Works Dept.,
Victoria, B.C., May 8th, 1883. my11

NOTICE.

A COURT OF ASSIZE AND OF NISI PRIUS, and of Oyer and Terminer and of General Gaol Delivery, will be held at

Lytton, on Monday, 18th June, 1883.

By Command.

JOHN ROBSON,
Provincial Secretary.

Provincial Secretary's Office,
Victoria, B.C., 4th May, 1883. my11

NOTICE

THE UNDERSIGNED HEREBY GIVES NOTICE that he intends making application to purchase 1,334 acres (more or less) in Nicola Valley, described as follows:—

Commencing at the north-east corner of Lot 112, Group 1; thence true north 7 chains; thence true east 1 mile and 20 chains; thence true south 120 chains; thence true west 120 chains; thence true north 22 chains (more or less), to the southeast corner of Lot 112, Group 1; thence north, along the eastern boundary of Lot 112, Group 1, to point of commencement.

ALEX. TINGLEY.
9th May, 1883. my11

TARIFF CHANGES!

OFFICIAL LIST.

A COMPLETE LIST OF THE

RECENT TARIFF CHANGES

Has been printed and may be had at THE COLONIST OFFICE and at the Bookstores.

my10 PRICE, 25 CENTS.

VIENNA MARKET

NEW AND ENLARGED PREMISES.
NEW GOODS AND LOW PRICES

THE UNDERSIGNED HAS THE HONOR announce that he has removed his

POULTRY, FISH AND FRUIT

MARKET

To GOVERNMENT STREET, nearly opposite Arcade Restaurant.

He is now prepared to supply Families, Hotels a Dealers with the freshest and best descriptions articles. California Fruits received by every steame Island and Mainland Eggs, Butter Cheese, Fru and Vegetables, and a well selected stock of

GROCERIES AND CONFECTIONERY.

Always on hand. GEO. VIENNA
au20

LEGAL PARTNERSHIP.

MR. E. HARRISON, JR., FOR SEVERAL years solicitor in the Attorney General's Department, has entered into partnership with W. Pollard in his practice as a Barrister and Solicitor. The business will be in future carried on under the style of Pollard & Harrison.

W. POLLARD,
E. HARRISON, JR.

Langley st., Victoria, 27th April, 1883. ap27

AUCTION SALES.

THIS DAY,

UNDERWRITERS SALE.

J. P. DAVIES & CO.
AUCTIONEERS.

877 PACKAGES TEA.
199 PECULS SUGAR.

We have received instructions from

MESSRS. TURNER, BEETON & CO.

TO SELL BY

PUBLIC AUCTION

AT OUR SALESROOM, WHARF STREET,

FOR ACCOUNT OF WHOM IT MAY CONCERN.

Friday. 11th May, 1883,

AT 11 O'CLOCK, A.M.,

Ex Barque ELLA S. THAYER, Davis, Master, from China,

DAMACED ON VOYACE OF IMPORTATION

TEA.

MARKS.		
U. S.	50 chests	Congou Tea
S. in circle	100 ½ chests	do
"	75 Mats	do
A.O. dble tri.	30 ½ chests	do
"	20 mats	do
Silver State / H.S. in diam'd	40 mats	do
Star B.	12 ½ chests	do

B. S. C. Co.—
25 mats Congou Tea

P. in diamond—
50 ½ chests Congou Tea
10 mats do

M. M.—
225 chests Choicest New Season's Kaison Congou Tea

CHOICE ENGLISH BREAKFAST CONGOU.

Columbia—
20 ½ chests 59lbs. each
5 mats ea. 8 10lb. boxes
15 do 4 10lb. do
15 do 8 5lb. do
5 do 4 10lb. do

CHOICEST ENGLISH BREAKFAST CONGOU.

10 ½ chests 53lbs. each
10 mats ea. 8 5lb boxes
10 mats ea. 4 10lb boxes

FINEST CONGOU TEA.

Dominion over W in diamond—
100 ½ chests ea. 51½ lbs.
15 mats ea. 8 5lb boxes
10 do 4 10lb boxes

CHOICEST ENGLISH BREAKFAST TEA.

25 half chests 55½lbs, each

AT 10:30 O'CLOCK A. M.

IN BOND.

BY ORDER AND FOR SAME ACCOUNT.

In Bonded Warehouse No. 4, Janion's Wharf.

Marked P. O.—
75 mats A111 ea. 133⅓lbs Sugar
50 mats A N ea, 133⅓lbs Sugar
74 mats A11 ea. 133⅓lbs Sugar

N. B.—Catalogues with full description and goods on view on Monday, 7th inst. All mats Tea are understood to contain either 5lb or 10lb boxes.

TERMS CASH

J. P. DAVIES & CO.,
my3 Auctioneers.

PRELIMINARY NOTICE.

Auction Sale

OF VALUABLE

REAL ESTATE

On the Esquimalt Road, near Esquimalt.

I have received instructions from R. E. JACKSON, Esq., Agent for COL. C. F. FOSTER, to sell by Public Auction (If not previously sold at Private Sale.)

SECTIONS 25 & 26

A portion of each Section is situated on both sides of Esquimalt road, and a portion of Section 25 is situated on each side of Fleet street, Leading down to the Naval Club House and Admiral's Landing.

On a portion of Lot 26 is a good

SUBSTANTIAL HOUSE

Now in the occupation of T. SIDNEY DOBBIN, Esq.

Particulars and date of sale will be given hereafter.

A Map of the Property can be seen at the office of the Auctioneer, Yates street.

W. R. CLARKE,
my9dw Auctioneer.

Auction Sale.

I am instructed by Thomas Trounce, Esq., Architect, to sell by Public Auction the

THE BUILDING

At the corner of Yates and Government streets, now occupied by Mr. W. Thistle.

Date of Sale will be given in a few days.

W. R. CLARKE,
Auctioneer.

NOTICE

IS HEREBY GIVEN THAT I INTEND TO MAKE application to purchase 160 acres of Land adjoining the Windsor Canning Company on the West.

Commencing at a stake on the bank of the River and running West 40 chains; thence North 40 chains; thence East 40 chains; thence South 40 chains to the place of commencement.

No mines or minerals are known to exist in the neighborhood. WM. H. DEMPSTER.

Skeena River, B.C., 22d March, 1883. ap28 2m

NEW ADVERTISEMENTS.

NOW LANDING,

EX JESSIE OSBORNE, FM LIVERPOOL.

BRANDIES, WHISKIES, GENEVA,

PORT AND SHERRIES, ALE AND STOUT,

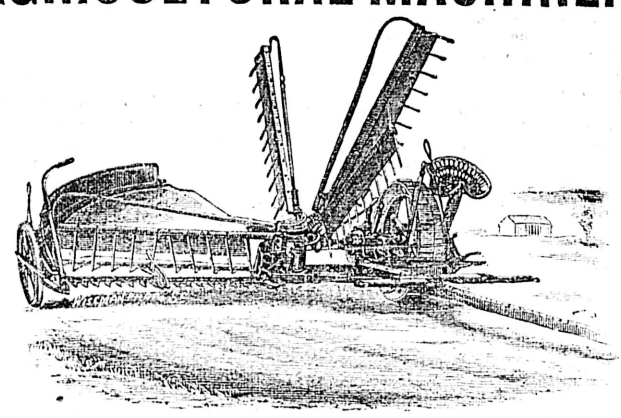
SALT (Fine and Coarse), TIN PLATES (Coke and Charcoal IC and IX), TERNE PLATES (Charcoal IC and IX), FLAX NETTING TWINE, COTTON FISHING LINES, BLOCK TIN (English and Banca),
Copper Bars and Sheets, Pig Lead, Window Glass, Putty, Boiled and Raw Linseed Oil, White and Red Lead, Fry Pans, Saucepans, Cast Iron Pots and Boilers, Sheet Iron, Galvanized Iron Sheets and Buckets, Steel, Zinc.

OILMEN'S STORES.

Blankets (all sizes and colors), Fire Bricks, Smithy Coal, Coke. For sale by

R. C. JANION - - m10 1mis - STORE STREET.

AGRICULTURAL MACHINERY



FELLOWS & PRIOR

Have received two Carloads direct from the Manufacturers, Messrs. FROST & WOOD, Ontario, Canada, comprising:

BUCKEYE MOWERS, SMITH'S FALLS REAPERS,
ITHICA SELF & HAND DUMP SULKY RAKES STEEL AND IRON PLOWS,
NOXON'S COMBINED DRILL & BROADCAST SEEDER, BROWN'S PATENT HAYLOADERS, ETC.

A COMPLETE STOCK OF EXTRAS ALWAYS OF HAND.

THEY ALSO HAVE IN STOCK — DEERING TWINE BINDERS, GILPIN SULKY PLOWS, BARBED WIRE FENCING, Etc., Etc.

AND A VERY LARGE ASSORTMENT OF

IRON AND HARDWARE.

FELLOWS & PRIOR, - ap4 dw Government St., Victoria.

NEW GOODS! NEW GOODS!

HENRY SHORT,

GUN AND RIFLE MAKER,

FORT STREET NEAR GOVERNMENT,

HAS RECEIVED FROM LONDON DIRECT A LARGE ASSORTMENT OF

DOUBLE AND SINGLE BARRELED GUNS

CENTRAL FIRE BREECH LOADERS,
FISHING TACKLE IN GREAT VARIETY.

Pocket and Sporting Cutlery, Powder Flasks, Shot Pouches, Game Bags, Cartridge Belts, Apparatus for Filling Cartridges for Breech-Loaders, and a Full Assortment of Gun Tackle.

GUNS MADE TO ORDER. mh6is3m REPAIRING NEATLY EXECUTED.

WANTED.

SITUATION AS NURSERY GOVERNESS BY A respectable, well educated young person; would take entire charge of children. Address "B.," *The Colonist* office. my9

WANTED.

AN ACTIVE YOUTH TO DO LIGHT PORTER'S work. Apply to THOS. SHOTBOLT,
my2 Johnson street.

WANTED

BY A YOUNG MAN WELL ACQUAINTED WITH the business, a situation in a wholesale or retail grocery store. Apply at *The Colonist* Office. my2

WANTED

10 FIRST CLASS DRESSMAKERS—
Apply at Miss Davey's Dressmaking Establishment, Government street. ap29

WANTED

A POSITION AS COMPANION OR GOVERness, or as teacher of music and French (fluent). Addres "A.M.," *The Colonist* office. ap24

WANTED.

A SITUATION AS BOOK-KEEPER OR STOCKkeeper and Salesman, by a young man just from Canada, who has had 12 years' experience. Unexceptionable references. Address "D," *The Colonist* Office. ap22

TEACHER WANTED.

A MALE TEACHER, MARRIED PREFERRED. Salary $60 per month, with dwelling house and garden, is wanted for Craigflower School. Apply in writing to M. J. DODD,
ap6 1m Secretary Board Trustees.

WANTED

A NURSE GIRL TO GO TO HOPE FOR THE Summer, to take care of two children. Wages $15 a month. Apply immediately for address at *The Colonist* Office. ap19

SITUATION WANTED.

A YOUNG MAN, AT PRESENT EMPLOYED as Book-keeper for a Coal and Railway Co. in Nova Scotia, desires to obtain a situation on the Pacific Coast. Has had ten years' experience in the keeping of accounts, and can furnish satisfactory testimonials as to character and ability from his present employers, also from leading residents of his native country. Would like to correspond with any person or firm requiring the services of a practical book-keeper. Address furnished on application to "Book-keeper," office of this paper. my1dw2w*

WANTED.

AT THE BAY TANNERY,

HIDES AND CALFSKINS,

For which the HIGHEST CASH PRICE will be paid.

mh11 6m E. C. JOHNSON, Manager, Victoria.

FOR SAN FRANCISCO.

CARRYING H. M. MAILS AND W. F. & CO.'S EXPRESS

THE PACIFIC COAST STEAMSHIP CO.'S FIRST CLASS STEAMER

DAKOTA,

MORSE, CAPTAIN,

Will sail from Esquimalt for San Francisco, on

SATURDAY, MAY 12TH, AT 12 NOON.

Intending shippers are requested to make arrangements for freight as early as possible so that room may be reserved for their shipments.

Freight and Baggage for shipment by her are required to be on the wharf of the undersigned by 5 P. M. on Friday, 11th inst.

The steamer Wooside will convey passengers from our wharf at 9 a.m. on date of sailing.

For Freight and Passage apply to

my9 WELCH, RITHET & CO., Agents.

LOST

SUPPOSED ON THE SHORE OF ESQUIMALT harbor, a large sized Watch, half chronometer, removable silver case; piece of cord as a chain.

Anyone taking it to the Esquimalt Naval Club will be rewarded. my6 3t

CARRIAGES, BUGGIES, ETC.

THE UNDERSIGNED HAVING BEEN APPOINted Sole Agent for the firm of

H. G. COOPER & CO.,

CARRIAGE BUILDERS,

HAMILTON, ONTARIO,

Is prepared to receive orders for

Carriages, Buggies, Express Wagons,

AND LIGHT VEHICLES OF ANY DESCRIPTION.

Photographs, Designs, etc., can be seen and Prices ascertained at the office of the

B. C. EXPRESS COMPANY,

YATES STREET.

ap28 FRANK S. BARNARD.

KNIGHTS OF PYTHIAS.

FAR WEST LODGE, NO. 1, B. C.

REGULAR CONVENTIONS ON 2ND AND 4TH Tuesdays of the month at 7½ o'clock, at Odd Fellow's Hall, Douglas stteet.

Sojourning Knights cordially invited.

mh11 W. S. CHAMBERS, K. of R. & S.

QUEEN'S BIRTHDAY CELEBRATION

PROPOSED PROGRAMME OF REGATTA

TO BE HELD AT THE GORGE ON THE 24TH May, being Her Majesty's Birthday.

Prizes, Entrance Money and other details being left open for the decision of the Executive Comittee.

Base Ball Match at 9 a. m. at Beacon Hill.
1. Naval Race, cutters (12 oars) 3 entries.
2. Canoe Race.
3. Societies' and Professions' Race.
4. Junior Double Sculls for youths under 19.
5. Naval Race. Galleys (6 oars) 4 entries.
6. Single Scull, handicap, open to all comers.
7. Canoe Race.
8. Four-oared Race, 26ft. boats or under, rowing from the gunwale open to all comers.
9. Naval Dingy Race, 3 entries.
10. Senior Double Sculls, open to all comers.
11. Dingy Race, short course, open to all comers.
12. Naval Skiff Race for officers of H. M. Navy entries.
13. Greasy Pole.
14. Swimming Match, competitors to be suitably attired.
15. Tub Race.

Three boats to enter or no Race.

A Canoe Procession by Torchlight, in the harbor at 9 p. m.

my5 R. E. GREEN, Secretary.

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INTENDING PURCHASERS AR CORDIALLY invited to call and convince themselves of the fac

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Is now prepared with STEAM POWER and the late improved Machinery to manufacture every class of Furniture at such

EXTREMELY LOW PRICES

As will defy competition from imported goods.

Full Bedroom Sets from $30 up; Extension Dining Tables from $12 up; Chairs from 75cts. up.

Satisfactory workmanship guaranteed.

Wood turning, scroll & band sawing done to order

ALSO—Received ex recent arrivals a large and well selected stock of Tapestry and Brussels

CARPET, FLOOR OILCLOTH LINOLEUM, ETC.,

Which will be sold at the lowest prices for Cash.

Window blinds, curtains, cornices and poles, picture frames, mouldiug, perambulators, velocipedes &c. Also, an assortment of marbleized iron mantle pieces and grates complete at very low prices.

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In general, and also recommends himself to the general public for Upholstery Work, as

SEWING & LAYING OF CARPETS,

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HOMEOPATHIC PHYSICIAN AND SURGEON,
Licentiate of Canada, 1860, M.C.P.S., Ont., 1879
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jy9 1y

NOTICE

SEALED PROPOSALS WILL BE RECEIVED BY the Honorable the Chief Commissioner of Lands and Works, up to Noon of Wednesday, the 9th inst., for supplying Government House with Water during the ensuing year.

The Water to be delivered at the times and in the quantities ordered.

Proposals to state the price per thousand gallons

W. S. GORE,
Surveyor-General.

Lands and Works Department,
Victoria, B.C., May 2nd, 1883. my5

PUBLIC NOTICE.

HIS HONOR THE LIEUTENANT-GOVERNOR in Council has been pleased to direct that Chap. X., Section 7, of the "Regulations for the Examinations of Public School Teachers," (approved 9th January, 1883,) be amended by adding thereto, at the end of the said section, the following words, viz:—"or he must be a Graduate of some British "University, who has proceeded regularly to his de"gree, and must satisfy the Examiners of his know"ledge of the art of teaching, and school discipline and management."

By Command. JOHN ROBSON,
Provincial Secretary.

Provincial Secretary's Office,
Victoria, B.C., 1st May, 1883. my5 1m

THOS. TROUNCE

ARCHITECT, ETC.

OFFICE ON KANE STREET, ABOVE DOUGLASS

PLANS AND SPECIFICATIONS CAREFULL prepared for Public Buildings or Private Residences, and the usual business of an Architect promptly executed 3m

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HIS CELEBRATED BREAKFAST BACON AND Sugar-Cured Hams are now on Sale. Orders for City and Country promptly filled. mh15 6m

NOTICE.

MEMBERS OF MECHANICS' LITERARY INSTITUTE

YOU ARE HEREBY REQUESTED TO ATTEND an adjourned annual general meeting to be held in the reading room on TUESDAY, May 15th, at 8 p.m., to consider the advisability of closing up the Institute or of raising the subscription to $1 per month.

W. G. CAMERON,
my8 Hon. Sec.

Daily Colonist.

FRIDAY MORNING, MAY 11TH, 1883.

SHIPPING INTELLIGENCE.

PORT OF VICTORIA, BRITISH COLUMBIA.

ENTERED.

May 10—Str Enterprise, New Westminster
Str W. G. Hunt, Nanaimo
Str North Pacific, Pt Townsend
Slp Victory, Plumper Pass

CLEARED.

May 10—Str Enterprise, New Westminster
Str W. G. Hunt, Nanaimo
Str North Pacific, Pt Townsend
Slp Victory, Plumper Pass

PASSENGERS.

Per str NORTH PACIFIC, from Puget Sound—Mrs Davis, McDonald, wife and son, W Forbes and wife, J Tyne, Molkman, Johnson, Bullion, Grandson, Merriman, Kelly, Burch, Paul, Bishop, Newall, Bryan, S McDonald, Lother, Stewart, Boise, Ratwell, French, Rothschild, Ives, James, McAlep, Latz.

Per ss. VICTORIA, fm San Francisco—Miss W. McDonald, R L Johnson and wife, Gus Misener, J J Workhand and wife, J B Bulshart, W Malinski, Sam McPherson, Thos Bark, J A Russell, Wasty Fee, W Hirgo, T Macbeth, W Larden, Eliza Flower, John Walker, Edward McNeil, wife and sister.

CONSIGNEES.

Per ss. VICTORIA, fm San Francisco—A Bossi & Co, A J Rowbotham & Co, A&W Wilson, A Offner, A Nicholls, Albion Iron Works, C Strouss & Co, D Leneveu, D Heal, E Marvin, E & Marvin, Fell & Co, G H Maynard, Lange & Son, Gerow & Robertson, Hudson Bay Co, H Mansell, J G Urquhart, J Weiler, J H Todd & Son, J A Mara, Lewis Bros, Neufelder & Ross Oppenheimer Bros, P McQuade & Son, R Carr, See Lee Lung, R Maynard, S L Kelly & Co, S Leiser, S J Pitts, T Earle, T Shotbolt, Fellows & Price, Turner, Beeton & Co, Tai Chong, Thos Carrington, Vict and Esq Tel Co, W P Sayward, W Heathorn, Yuen Chong, Rev C Badgely, Langley & Co, Wm Charles, Wm Wilson & Co, D Spencer, Naval Officer in Charge, Esquimalt, A McLean & Co, A B Gray & Co, B H Wilson.

DEATH.

In this city, on the 9th inst., at 4 p. m., Alfred W., second son of Mrs. S. Smith, aged 18 years and 8 months.

The funeral will take place from his mother's residence, corner Douglas and Herald streets, Saturday afternoon at 2 o'clock. Friends will please accept this intimation.

AUCTION SALES TO-DAY.

J. P. DAVIES & CO. will sell at 11 o'clock, at sales room, 877 pkgs Tea and 199 peculs Sugar.

PROVINCIAL LEGISLATIVE ASSEMBLY.

FOURTH PARLIAMENT.

FIRST SESSION.

EVENING SITTING.

WEDNESDAY, May 9th, 1883.

(CONTINUED.)

Mr. Allen said it afforded him great pleasure to support the bill—especially that part which referred to getting rid of the dock. (Cheers.) With regard to the 3,500,000 acres, of land at Peace river he did not care which government held it so long as it was settled and the remaining land brought to market in the province. He felt that if he did not support this bill he need not face our constituents again. (Cheers.) He had received ten or twelve letters on the subject, and the writers all advised him to support the measure. (Hear, hear.)

Mr. McLeese said there was no guarantee that the lands would be settled. In relation to the land to be given, it was too much. The Dominion government gave no guarantee for building the Island railroad. In Lord Kimberley's award he says there should be a reasonable compensation; but we were giving everything and receiving nothing. He thought the drydock should be retained by the province, as he believed it would be a source of revenue; but he looked at it in this light—we had large resources, but we could not develop them. We had good credit, however, and he thought might borrow money, and then those that came after us would have to bear a portion of the burden. Mr. Beaven's motion should commend itself to the House.

Mr. Pooley said he thought he ought to make some remarks, though his position was well known. He wished the dock and the railway to be built, and the money they were out of pocket on the dock refunded. The bill embodied these terms. The country could not afford to build the drydock and he hoped the bill would be passed. The member for Nanaimo had said the dock would cost $300,000 more than the subsidies before it was finished. Yesterday the engineer had shown that some of the work was costing 146 per cent. more than the contract price. He thought this was a strong ground for getting rid of the dock. If this was the contract price what was that by day's labor. The figures shewed that the contractors had taken the dock below cost. There would be, moreover, the interest of money to pay which would amount to large figures. If in his district they mentioned roads and bridges under such circumstances, he would say, you must be content with a small grant, for you have to meet the expenditure of the drydock. He was in favor of handing over the dock. As to the railway, the land now to be given was not so much as that given by the Clements bill. The Clements party got their charter, but no one would buy it. The Dominion Government offer to secure the construction of the line for a certain amount of land. Other companies had had lots of time, but had not come forward. The land which was to be given in Peace river was inaccessible to us, and would be settled and enable us to collect a revenue from it. When Mr. Beaven made his amendment he must have forgotten the terms of union. The Dominion Government claimed a belt of 20 miles on either side of the railway. Mr. Beaven's resolution was, in fact, waste paper. We were indeed the weaker party, but he considered the terms were in the interest of the province and he intended to support them. (Cheers.)

Mr. Grant said there were some principles in the bill before the House which he favored and others that he could not vote for. They had asked for bread and received a stone. As a poor province he thought they should be treated differently. As regards giving the lands, he felt if they were only colonized there was not much to be said. He did not like the principle of compulsion in this matter. In regard to the Island railway he would rather keep the land and give money to build the line, as we possess the best coal lands on the coast. He thought that the present offer was on the whole more advantageous than that of the Clements Company. As to the drydock the Dominion was to pay $250,000, and all the monies that had been expended, but the section was somewhat vague, and there was no guarantee.

Hon. Mr. Smithe—What guarantee would the hon. member suggest?

Mr. Grant said that in the present instance he did not know what guarantee should be demanded. This want of guarantee was his chief objection to the bill.

Mr. Wilson thought this matter would be best left to the giants of the debate. The Dominion was to receive the drydock and receive lands in lieu of others which were worthless, and also to recoup the expenses incurred on the drydock. Anyhow the lands and the drydock would remain in the province. But while there is trouble about parting with three and a-half millions of inaccessible land, there was no objection last year about parting with lands under the Clements bill. It is proposed now to give nearly the same lands to the Dominion government to insure the construction of a railway from Esquimalt to Nanaimo; but they were to receive $750,000 in cash. He thought, however, the line would be constructed. Something had been said about the present arrangement being a settlement in full as a loss; but that had been explained by hon. Mr. Davie. As for the dock, it was never a provincial work, although it had come to be considered in that light. He was in favor, however, of parting with the dock, on what he must consider favorable terms, as regarded the Peace river lands. The dock would cost the Dominion one million to finish, and they could not be expected to spend the money for nothing. The bill should be taken as a whole and passed as such.

Mr. Dingwall said the lands of Comox were valuable, and if the house was not careful the end of it would be they would have neither railroad nor lands. The squatters, he contended, would have no show at all as both coal and timber were reserved. He wanted an explanation. If this was satisfactory he would support the clauses in committee. He would vote for the bill now.

Mr. Martin said an honorable member had remarked that we were giving away a source, perhaps the largest source of revenue we possessed to the Dominion government, but there he did not agree with him. We are getting rid of a white elephant, and a sinking fund, and we are very fortunate to get rid of it on any terms. No honorable member had taken into consideration the cost of the maintenance of this dock when completed. It will require a resident engineer, and a large staff of competent assistants; and if we count up the number of ships requiring the services of the dock for the last five years,—he excepted the disastrous results of the late gale, because the vessels then driven on shore were so damaged and broken up that they were not worth repairing—we would find the revenue derived from the dry dock would not begin to pay the staff required for its maintenance. Another reason why the dry dock for many years will not be patronized by foreign vessels is that all material placed in them for repairs is liable to duty, when they return to the country where they belong; therefore a vessel needing slight repairs would patch up as well as she could, and make the best of her way to another port where she would get repaired free of duty. For all these reasons the dock could not be profitable, and we are well rid of it off our hands at any cost. He was returned on the strength of using his best endeavors to get the dry dock taken off our hands, and had much pleasure in giving the bill his hearty support.

Hon. Mr. Robson said the questions involved in this bill had agitated the country for years. They had been made test questions at the recent general election. This was the most important measure that had been brought before the legislature since confederation. The member for New Westminster city had expressed surprise that no minister rose in reply to him. It would be difficult to reply to nothing. (Laughter.) That honorable gentleman had made a wild statement that the Dominion government was prepared to throw open the railway lands until Mr. Trutch went to Ottawa, when they drew back. The fact was that Sir John Macdonald refused to come to any understanding with regard to the lands at all with the representatives of the province until all the questions in dispute were settled. The speech of the leader of the opposition would have been an admirable one if it had been based on facts. (Laughter.) He (hon. Mr. Robson) maintained that Sir John Macdonald had said that the repeal of the island railway lands act relieved the Dominion government of its obligation to build the line. He (Mr. Robson) agreed with him. There were a year ago two rival companies contending for the island railway franchise. The one was represented by a local capitalist, who had come to a perfect understanding with the Dominion government to build the line; the other was represented in the lobby of this house by Dennis Jordan, a man who could not raise $500 where he was known for any purpose. Jordan got a bill passed with the understanding that the island line should be built for the land subsidy. That scheme failed. It was only got up for the purpose of selling the franchise which no one would buy from him. It was therefore folly to say the island line could be built for the lands alone. The Dominion government have a substantial company standing ready to build the line; and they have a second company also ready. They are therefore disposed to drive a hard bargain, and to pay as little of the $750,000 as they can help. He next referred to the dry dock as a great white elephant which was sucking the life-blood out of the province—absorbing money which ought to be laid out on roads and bridges. The unanimous cry in his districts at the last election was, "get rid of the dry dock! Stop it! Even if what had been expended on it was lost—stop it!" The present government is in a position to not only stop the mouth of the white elephant, but they are prepared to restore every dollar it had absorbed to the provincial treasury.—(Cheers.) Mr. Robson next referred to the folly of sending home a "missionary" to ask the admiralty to give what might have been got by correspondence. A second missionary was sent to lie at the foot of the throne. (Laughter.) This gentleman is said to have enjoyed his stay in London very much. It is said he "followed the hounds, you know,"—(roars of laughter)—and when on horseback tied a string about the bottom of his pants to keep them from slipping up over his head (renewed merriment.) Well, this missionary displayed great persistency and—and—cheek (laughter) and he got an additional grant of £20,000 from the admiralty towards building the dock; but in return for that addition of £20,000 what did he do? He consented to an alteration of the plans so that the dock would cost the province £40,000 more than was originally intended. The imperial government had not dealt very liberally with British Columbia. To be sure they had asked the dominion government to do certain things for British Columbia which Canada did not do; but the imperial authorities had never shown any liberality on their own part. We had waited for years for the dominion government to throw the railway lands open, but they had taken the position that they would do so when the province had met them in a spirit of liberality. To say that we were giving away the public domain for no valuable consideration, was nonsense, (hear). The lands were being placed in the hands of the dominion government who would people them, build roads through them, or make them revenue-producing to the province a quarter of a century sooner than they could otherwise be made available. The dominion cannot take those lands away out of the province. They can't people them without benefitting British Columbia and all the people in it. Of all the funny speeches he had ever heard in his life, that of the junior member for Cariboo (Mr. McLeese), was the most grotesque. He had argued on both sides of the question and the weight of his argument, although he did not mean it, was in favor of the bill. Referring again to the dry dock he showed that no company could be found to build it for a guarantee of five per cent. He further demonstrated that it would cost at least $1,000,000. Now as to the charge that the government proposed to give away the dock: In 1873 Mr. DeCosmos offered the dock subsidies to the admiralty if they would build it as an Imperial work. Coming down to February, 1878, he found that the dock site with all its appurtenances was offered as a free gift to the Imperial government. This offer included the Canadian subsidy. The province had spent $156,000 on the dock at that time, and Messrs. Walkem, *Beaven*, Humphreys, *Armstong* and Galbraith offered to give everything away, including, of course, the amount that had been expended on the work. This government propose to receive back from the dominion government every dollar that has been expended on the dock. We get the dock built and operated and enjoy all the benefits therefrom without a dollar of expense to the provincial government. Mr. Morris estimates that the dock would cost $756,000; Mr. Mitchell, an experienced dock engineer, says that it will cost $1,500,000 if carried on as the late government proposed to carry it on. That load would have dragged the country into bankruptcy had the late government been allowed to retain their seats. The land grant was not such an enormous thing as was represented. The act of 1875 gave a 40 mile belt to the dominion government. Squatters' rights were not respected and there was no stipulation that the land should be sold at $1 an acre to actual settlers. These interests were carefully guarded in the present bill and the arrangement was calculated to benefit the province largely.

Mr. Beaven here said that he had not voted for giving the dry dock to the Imperial government in 1878. There was no division.

Mr. Robson replied that the vote was unanimous and no division was had. Afterwards Mr. Humphreys (then provincial secretary), signed an order in council offering the dock, and in that order he said that the vote of the house on the subject was unanimous.

Mr. Beaven said the order was drawn up by the Elliott government.

Mr. Robson retorted that it was not. The hon. gentleman would have us believe that his late colleague, Mr. Humphreys, had placed his official signature to a lie and that the lie was reiterated by the lieutenant governor. He was shocked at the hon. gentleman's denial when the facts were all against him. (Hear). A great deal had been said about the humiliation of the province. This government had acknowledged that it was unable to carry on the dry dock to completion at a cost of $1,500,000. There was no humiliation in trying to get rid of a disastrous bargain which was pressing this fine province out of existence, (Cheers). The "Fight Canada" policy, was a foolish and disastrous policy. The late government had fought Canada until it hadn't a hair, so to speak, left on its head. (Roars of laughter). This government was elected to inaugurate a policy of peace (cheers) and they had effected an honorable peace (cheers). The province had fought Canada for years and years and grew poorer and poorer all the time. The policy of this government was based on an honorable peace—not an ignoble peace—but an honorable one, which no British Columbian need be ashamed of. At this moment negotiations were going on with Canada for the inauguration of a great immigration scheme. Those gentlemen (the late government), had sat in their offices and fought Canada whole the country went literally to the dogs. This government attended to pursue a course that would place British Columbia in the front ranks of the confederation as its brightest and fairest and most prosperous province. (Long continued applause).

Mr. Orr said he did not like the bill altogether, but in the main he intended to support it. (Hear). A great cry had been made about giving away public lands but we were only giving away a small portion of land which, until this bill was brought in, few honorable members knew we owned. (Hear). A railway would be built by the dominion into the Peace River country and the lands we should still hold would be brought to market. We believed the dominion government would do all in their power to open the railway lands.

The drydock has been a burthen from the commencement. Nearly all the revenue of the province had been poured into it for years. Roads and bridges had in consequence gone to decay and would require as much to place them in order again as it did to build them at first. The leader of the opposition and his colleagues now in opposition, in Feb., 1878, had voted to prevent the dock as a free gift to the Imperial government. The dock was not more than one-third completed and the cost so far had been nearly $500,000. The government were doing a good work in getting rid of the dock. The mainland was unanimously in favor of getting rid of the dock. The late government in 1880 had passed an act which made the province liable to finish the dock at any cost. He would have great pleasure in supporting the bill now before the house. (Cheers.)

Mr. Armstrong complained that the finance minister had not touched on the portion of the bill which was of vital importance to his constituents. The speeches of the president of the council and the minister of finance were feeble efforts. No price was set on the mainland lands in the bill while a price was set on the lands on the island. It was an island bill, wholly.

The vote was then taken on the amendment which was lost by the following vote:

AYES.	NOES.
Beaven	Smithe
Armstrong	Robson
McLeese	Davie
Helgesen	Drake
Duck—5	Martin
	Allen
	Dunsmuir
	Dingwall
	Wilson
	Raybould
	Semlin
	Pooley
	Cowan
	John
	McTavish
	Orr.—16

The second reading was then carried.

MORNING SITTING.

THURSDAY, May 10.

House met at 10 a.m.

Prayers by Rt. Rev. Bishop Cridge.

On motion of Mr. Allen a petition from McNamee & Co. was read.

PRIVILEGE.

Mr. Grant stated that his vote was taken in *The Colonist* as being among the noes when the fact was he was not in the house at all.

ISLAND RAILWAY BILL.

Mr. Beaven asked that the act respecting the Island railroad, etc., be amended by inserting a clause preventing the employment of Chinese on any of the works contemplated under this act, and that it would be but a small concession for the Dominion government to make in consideration of those made by this province.

The motion was ruled out of order.

The house then went into committee, Mr. Cowan in the chair.

Mr. Dingwall said he objected to making a reservation of the timber on lands.

Mr. Helgesen moved that all the words in subsection *f* after "shall" in the first line to the word "as" in the third line be struck out.

Hon. Mr. Smithe said last year Mr. Helgesen was one of the strongest supporters of this principle and had said it was outrageous to give settlers anything but surface rights under the Clements bill and only when they had occupied land two years previously. Mr. Helgesen, like his leader, did not wish for the Island railway. If he had wished the prosperity of the island he would not have moved this amendment, and he (Mr. Smithe) would say that this bill embodied the agreement between Dominion government and the provincial, and any alteration would imperil the settlement.

Mr. Helgesen said the land grant contemplated under this bill included almost all the land on the island.

Mr. Duck wished to know if this clause was intended to exclude actual settlers from the benefit of the timber?

Hon. Mr. Smithe said it was made in the interest of farmers and against speculators who might lock up valuable belts of timber.

The amendment was lost.

Hon. Mr. Smithe moved that all after the figures "$250,000" on 7th line down to the word "dock" on 8th line be struck out. We would retain the $10,000 and allow McNamee to fight it out with the provincial government.

Mr. John said it was the duty of the government to have this part of the clause retained. It was only right and just that it should be.

Mr. Duck said the dock had been commenced under agreement between the province and McNamee. That work had not been satisfactory and the province had violated no agreement up to now, but once hand this work to the dominion government and we at once render ourselves liable to McNamee and company for non-fulfillment of agreement, by retaining the forfeit of $10,000.

Mr. Beaven said the province had carried out its part of the contract with McNamee & Co., but the local contractors had not. There was provision in the contract for the settlement of any disputes. He was surprised at the action of the hon. leader of the government.

Mr. Drake said there was some fear of legal trouble arising from the dry dock and it was in the interest of the province that the latter should retain the power to act, as it was better informed on the matter than the dominion government and would be able to better treat with it.

Hon. Mr. Smithe said the province would retain the $10,000 and take all responsibility in the matter.

Mr. McLeese was astonished at this proposition, when it had been a chief feature of the bill that the dominion should take all the existing liabilities of the dry dock, and now it was proposed to expunge this important provision.

Mr. Armstrong said that if the words were struck out we took all the responsibility and lost whatever benefit might have accrued from the dock.

Mr. John had been led to believe that this part of the clause had been made a chief and most important feature of the bill. He would vote against the amendment.

Mr. Grant took the same ground. The house had to deal with the bill liberally and it was not fair to amend this clause in this way.

Mr. McTavish could not see the use of accepting $250,000 for the dock and perhaps having to spend the half in meeting the liabilities. He hoped this amendment would not be pressed.

Hon. Mr. Smithe moved that this clause stand over.

Mr. Duck moved in sub-section K that after the word "agreement" on the first line the words "when its provisions shall have been submitted to the lieut. governor in council for approval," be inserted.

Mr. Orr said clause K could only be dealt with in conjunction with clause G. He thought that it likewise should stand over.

Sub-section K was ordered to stand over.

Clause 1 stood over.

Mr. Beaven on clause 2 said under this section the Dominion could run a line of railway, say to Port Simpson and claim a belt of 20 miles on each side. We were to-day changing the terms of union.

Mr. Semlin said no provision had been made for settlers on proposed mainland railway lines. A clause should be passed for their protection.

Hon. Mr. Smithe did not think it possible for the Dominion government to abuse this provision however fast they might hold to the letter. It was far-fetched to suppose that they would ever claim a belt of 20 miles on each side of a line to Port Simpson even if any were built. He would move that this clause stand over.

In answer to Mr. Semlin he said this bill did not affect the terms of union. Settlers would have the same right as heretofore.

Hon. Mr. Davie said the phraseology of the bill did not deed lands held by pre-emption but public lands only.

Clause 2 was ordered to stand over.

Mr. Helgesen asked what was the acreage of land included under clause 3.

Hon. Mr. Smithe, speaking approximately, said about 650,000 acres.

Mr. Dunsmuir said the original island belt amounted to 1,900,000 acres: the land grant under this bill did not extend to Seymour Narrows.

Mr. Beaven asked that words be inserted in this bill similar to those in the Esquimalt and Nanaimo Act to the effect that these lands be held by the Dominion government in trust till the fulfillment of the terms embodied in the bill.

Hon. Mr. Davie moved that after the word "government" on first line of clause 3 the words "for the purpose of constructing and to aid in the construction of a railway between Esquimalt and Nanaimo and in trust to be appropriated as they may deem advisable, but" be inserted.

Clause passed as amended.

Mr. Dunsmuir, speaking to clause 4, said the Marquis of Lorne had repeatedly said that the action of the late government had relieved the Dominion government of any obligation to build the island railway. He had a letter from Sir John A. Macdonald to that effect.

Mr. Beaven said he did not think Sir John A. Macdonald would ever have taken such a dishonest stand. (Hisses.) The late government had only passed a private bill when they saw there was no intention on the part of the Dominion to build the line.

Hon. Mr. Drake had seen a letter from Sir John who had taken the position alluded to with regard to the line of railway and was surprised Mr. Beaven had never heard this fact from any official source.

Mr. Grant moved that clause 6 be amended allowing the right of way over the lands as previously obtained when the property of the province.

Hon. Mr. Smithe said it would only complicate matters to amend the clause thus and the right of way to coal owners for transportation of their coal would be the same as before.

Mr. Armstrong, on clause 7, said a price should be set on the lands in the Peace river country which were to be handed over to the Dominion government.

Hon. Mr. Smithe said that as we had no direct interest in the price of this country it was thought advisable to concede this land to the Dominion government at their own price trusting they would deal with the tract in a liberal spirit. This land had been given in lieu of the large number of acres of worthless land comprised in the original railway belt. The province generally would reap great advantage from the operation of dry dock.

Mr. Duck thought that it would be only right to ask the Dominion government to fix a price on 2,500,000 acres of the land.

Hon. Mr. Smithe said the Dominion asked for as good terms as those that had been given to the Clements Co. and to induce them to give up their claim to part of the Vancouver island lands had offered them additional acreage in the Peace river district. The Clements Co. never intended to build the line to Seymour Narrows.

Committee rose and reported progress and asked leave to sit again.

House adjourned till 2:30 p. m.

AFTERNOON SESSION.

McNamee's petition received and ordered to be printed.

Adjourned committee on Island Railway bill.

Hon. Mr. Smithe moved that in subsection g the words after $250,000 on the 7th line, down to the word "dock," on the 8th line, be struck out and the date on the last line be made June 22, 1882.

Amendment was carried.

Mr. Armstrong moved that clause K be struck out.

Amendment was lost.

Clause 2 was passed.

Mr. Orr moved that all the words after the word "coast," in the 8th line in section, to the word "the" in the 11th line be struck out. This clause refers to the extension of the railway by ferry to the mainland.

Mr. Duck characterized the amendment as selfish and sectional.

Hon. Mr. Smithe said the amendment brought the sectional feeling forward in a very small way. It was desirable that there should be ferry connection between the terminus of the main line and that of the island line.

Mr. Orr denied that he had any sectional feeling. The presence of the clause in the bill was sectional in itself, ferry communication would be a failure.

Mr. Beaven supported the clause in its original shape.

The amendment was lost—only two in favor of it.

The clauses from 10 to 19 inclusive, were passed.

In clause 20, requiring the ne to be completed within 3½ years from date of the passing of this Act, Mr. Helgesen moved that work be prosecuted simultaneously at both ends of the line. It was an act of justice to people at both ends.

Mr. Dingwall—How about those in the middle? (Laughter).

Mr. Dunsmuir saw no use of the amendment. The company would build it in a way most favorable to themselves, and would object to be tied up in this way.

Hon. Mr. Smithe said the idea was good enough; but it would be easy to commence at both ends and then build both ways from the middle. The company must make its own arrangements.

Mr. Semlin said it would make no difference whether the work began at both ends or not, the distance between the two was so slight.

The amendment was lost.

Mr. Helgesen said if the senior member for Nanaimo was interested in this bill he could not vote on it.

Mrr Dunsmuir said he had no interest in the railway yet, but if a favorable bill was passed through this house he might be interested in it. He would wait till he saw what kind of a bill this was. (Hear, hear.)

At clause 22 Mr. Duck complained that the lands would be exempt from taxation forever unless used by the company for other than railroad purposes, or leased, sold or alienated.

Mr. Dunsmuir said the clause was copied from the C. P. R. R. Act.

Mr. John objected to the lands being exempt from taxation.

Mr. Duck moved in amendment that the lands be exempt from taxation for five years only.

Mr. Dunsmuir—That amendment will kill the island railway if passed. He read from the Canadian Pacific Act to show that a similar clause existed there. The lands of the island were not as valuable as some people supposed. The 20-mile belt looked a great lump of land; but there were mountains in the belt which would never be of value for the next 500,000 years. If the clause passed he, for one, would have nothing to do with the railway.

Hon. Mr. Smithe said if the amendment was passed the effect would be the failure of the island railway. He had traveled a great deal between Victoria and Nanaimo, and had walked a week at a stretch without seeing 500 acres of land fit for cultivation. There was good timber, however, and just as soon as the timber was utilized the lands would be open to taxation. No company would take hold of the railway if this amendment were passed because the taxation would be $50,000 a year as wild land taxation and ½ of one per cent. on the value of the land at $1 per acre. He believed in the whole belt there would not be 100,000 acres of coal land.

Mr. Grant said Mr. Duck had not given the matter due consideration and hoped he would withdraw his amendment. He did not agree with the statement of the senior member for Nanaimo that the lands were not very valuable. Much depended on the good management.

Mr. Dunsmuir replied that for ten years the railway would not pay working expenses. The amendment would kill the island railway. There was no coal in the mountains. The rock was trap out of which the coal was burned millions of years ago. He regretted to find that a member for Victoria should be found moving such an amendment.

Mr. Grant here said that he hoped the clause would be allowed to stand.

Mr. Pooley opposed the amendment.

Mr. Duck said he was willing to make the limit 20 years.

Hon. Mr. Smithe showed that the Clements bill was technically the same as this bill. It was not likely the good lands would be kept from settlement by the company any longer than they could help. The situation was critical and the least obstruction interposed by this house might ruin the whole scheme. If the hon. gentleman would withdraw his amendment, he (Mr. Smithe) would move to add the word "occupied" to the clause.

Mr. Duck said he did not blame this government for the bill; but he blamed the country for kicking out representatives who had served them faithfully at Ottawa.

Mr. Dunsmuir said some of the representatives that were sent to Ottawa in the past would not listen to reason, and that was why no arrangement was made years ago. It was the cause of our suffering. Certain men had gone there who made themselves detested on both sides of the house. They didn't want to settle the questions so they kept them open. The railway company would be only too glad to sell their lands. It was Victoria only that wanted this railway and here was a Victoria member who moved a resolution to kill the bill.

Hon. Mr. Smithe said there was force in what Mr. Duck had said; but he appealed to him to withdraw the amendment as being injudicious and imperiling the island railway. He did not look for such conduct from a Victoria member. The delegate at Ottawa last year had advised the passage of this bill.

Mr. Duck here said he would withdraw the amendment, but charged hostility on the part of the mainland towards the island.

Mr. Duck denied that he had offered a factious opposition to the bill.

Hon. Mr. Robson said that the hon. gentleman had acted conscientiously throughout, but he could not give some other members on that side of the house the same credit.

On motion of hon. Mr. Smithe the word "occupied" was inserted in the clause.

In reply to Mr. Armstrong, hon. Mr. Davie said the bill gave the company the right to coal and timber contained in the land.

The remainder of the clauses were passed with a few verbal amendments, with the addition of a clause legalizing contracts made by a company hereafter to be incorporated.

Mr. Beaven then introduced an amendment prohibiting the employment of Chinese on the island railway or the Esquimalt graving dock.

Hon. Mr. Smithe said the honorable gentleman had labored all the session to injure the efforts of the government to cure the Chinese evil. There was not a member who would not to be glad to see every Chinaman outside the province. The clause would kill the chance of having the island railway. No company would negotiate for the charter for five minutes if that clause were put in the bill. The Chinese were a curse, but the bill must not be hampered by the insertion of this clause.

Mr. Beaven denied that he moved the resolution as a piece of clap-trap.

Hon. Mr. Smithe said the resolution would be voted down and might be taken as evidence that the house is in favor of Chinese labor. The government as a government had used their utmost endeavors to keep Chinese labor off the public works, but the Dominion government had taken the stand that they must be allowed to employ any labor that was available.

Mr. Beaven here said he would withdraw the amendment.

Hon. Mr. Smithe moved that in clause 2 the words be added "That the line of railway before referred to shall be one continuous line of railway only, connecting the seaboard of British Columbia with the Canadian Pacific railway now under construction east of the mountains." This would remove any chance for the Dominion government to claim lands in any part of the province.

The bill was then reported complete with amendments.

House adjourned till 7½ o'clock.

EVENING SESSION.

The speaker took the chair at 7:40.

Mr. Orr asked leave to move a resolution of which he had not given notice.

The speaker said the resolution was out of order.

ESTIMATES.

The house then went into committee of supply, Mr. Pooley in the chair, and passed the following estimates:

Legislation—$13,900.

Public Institutions—$7,925.

Hospitals and Churches—$18,750.

Administration of Justice, other than salaries—$33,300.

Education—$61,123.

Mr. Grant said in relation to the item of $11,790 Victoria city district, he wished to see the principals of the high and common schools of Victoria have larger salaries. He thought that the principal of the common school at least should be as well remunerated as the same gentleman at Westminster.

Hon. Mr. Robson said that the government had placed a sum of $10 per month on the supplementary estimates for the principal of the boys' school, Victoria, and that next year they would try and do something in this direction for the gentleman referred to.

Mr. Beaven said there were several rooms in the public schools unfurnished and that there was no sum placed on the estimates.

Hon. Mr. Robson said a sum for that purpose would be placed in the supplementary estimates.

The following items were then passed:

Transport—$2750.

Rent—$48.

Revenue Service—$4250.

Works and Buildings—$23,280.

Government House, Victoria—$2870.

Mr. Helgesen, in regard to the item of $30 for repairs to Esquimalt school house wished that $20 be added, as he was sure it would not be sufficient.

Hon. Mr. Robson said the sum asked for had been placed upon the estimates.

Roads, Streets, Bridges and Wharves.—$180,000.

Surveys throughout the Province—$2000.

Mr. Armstrong asked why the item of $10,000 was placed on the estimates for a trunk road to Nanaimo when there was a railroad to be built there.

Hon. Mr. Smithe replied about $16,000 had been expended, but this sum was lost till a further sum was expended to complete the road.

Mr. John said that of last year's vote there was a sum of $1000 unexpended on the Saanich road.

Hon. Mr. Smithe said he thought there were some contracts which would have to be provided for.

Miscellaneous—$27,900. Passed.

Mr. Grant asked where the $4500 for prospecting and explorations would be expended?

Hon. Mr. Robson—Where it will do the most good. (Laughter.)

Mr. Grant—Then it will all be spent in Cassiar. (A laugh.)

Hon. Mr. Smithe said Cassiar would be considered.

This completed the estimates.

WOOLEN MILL.

Before the committee rose the premier said the sum of $5000 would be available for any person who might establish a woolen mill in the province. Negotiations were now progressing towards that end.

WOLVES.

Mr. Dingwall asked how much would be paid for each wolf killed?

Hon. Mr. Smithe replied from $2 50 to $3 per head.

Committee rose and reported.

SUPPLEMENTARY ESTIMATES.

Hon. Mr. Robson presented the supplementary estimates for financial year ending 30th June, 1883, amounting to $49,718 18.

The items were all passed, reported and adopted.

Hon. Mr. Robson also presented supplementary estimates for the financial year ending 30th June, 1884, amounting to $18,400.

THIRD READING.

The Island railway and dry dock bill was read a third time and passed.

MISCELLANEOUS.

Mr. McLeese moved for a constable at Chilcoatin. Carried.

Mr. Grant asked whether the revenue collected on certain parts of the coast was credited to Cassiar?

Hon. Mr. Robson replied in the negative.

Mr. Orr moved an address to the Dominion government asking for the appointment of quarantine officers at Victoria and New Westminster. Carried.

Mr. Allen drew attention to the fact that Mr. C. Phair, of Lillooet, had performed government work for some time and had received no compensation. He asked the government to take his case into consideration.

Hon. Mr. Robson said the Dominion government had acknowledged receipt of the Spallumacheen canal address.

PROROGATION.

The premier announced that the house would be prorogued on Saturday.

House adjourned till 2 p.m. Friday.

Marine.

Steamship G. W. Elder, hence on the 5th, arrived at San Francisco on Tuesday in 66 hours. Same day steamer Victoria sailed for this port.

On the 7th steamship Hylton Castle, 4½ days from Departure Bay, arrived at San Francisco.

Steamship Hylton Castle will soon sail for England. Her place will be supplied by the new steamer Wellington, now on her way out from England.

Schooner J. F. Miller cleared at San Francisco on May 9th for Burrard Inlet.

Last evening the steamer Glenely left for Departure Bay for coal, having finished discharging her cargo here. This fine steamer is 894 tons burden and has compound engines of 150 horse power. She will return here from Departure Bay after having obtained a supply of coal.

The steamship Sardonyx will sail for the north on Wednesday next.

The steamship Dakota will leave Esquimalt on Saturday at noon for San Francisco.

The steamship Barnard Castle passed down last evening at 10 o'clock coal laden for San Francisco from Departure Bay, and landed Pilot Clements off the harbor.

Last evening the steamer Victoria arrived from San Francisco off the harbor about 10:30 o'clock and has a considerable amount of passengers and freight.

NEW YORK, May 8.—The *Times* says: "The last feat of the Alaska is sufficient proof, if any were needed, that the ocean passage can be reduced to five days. Had the Alaska sailed from Milford Haven, instead of Queenstown, and landed her passengers at Fort Pond bay, instead of New York City, she would have reached here Saturday instead of Sunday.

The Coming Fish Show.

Arrangements for the exhibit of universal fisheries will not be completed by the opening day—May 12th. The space will not be in proper order at that time to be covered with flags. All European exhibits, except that of Russia, have arrived. Among the countries best represented are Italy, Belgium, Holland, Sweden, and Norway. Russia is backward, but eventually will have a large exhibit. So will American countries. The display of Chile alone is not noticeable. All the British colonies and possessions are represented, especially Canada, which show the whole process of artificial pisciculture, and fish frozen since last July will be exhibited. Interest in this section will be greatly enhanced when the exhibit of British Columbia arrives. Newfoundland displays a complete series of nets, oils, etc. It is estimated that the exhibits of America exceed those of the whole continent of Europe.

CAPTAIN STODDER, of the U. S. R. cutter Oliver Wolcott, whose commission has expired, left Port Townsend yesterday, having received telegraphic orders to report at Washington. We regret that his leave taking was not extended to this city and hope that his new commahd may promote as kindly a feeling as exists between our people and himself. We wish him *bon voyage*.

CHINESE.—The steamship City of Tokio, to arrive at San Francisco next week will bring 300 Chinamen for Victoria.

NOTICES.

NOTICE

I HEREBY GIVE NOTICE THAT I INTEND asking permission of the Chief Commissioner of Lands and Works to purchase one hundred and sixty acres of Land on the South bank of the Skeena, below Point Veitch commencing at a stake marked H running in a southwesterly direction 40 chains; thence in a south easterly direction 40 chains; thence in a northwesterly direction 40 chains; thence in a northwesterly direction 40 chains to place of commencement. G. HOLMES.

Skeena River, B.C., 19th March, 1885. mh28

NOTICE

IS HEREBY GIVEN THAT I INTEND TO MAKE application to purchase one hundred and sixty (160) acres of crown land, situate in Forward Inlet, Quatsino Sound, Vancouver Island, British Columbia.

Commencing at a stake placed on the shore about one quarter of a mile west from Grass point; thence true north eighty chains; thence true east to the shore of Forward Inlet thirty chains (more or less); thence following the sinuosities of the shore to the point of commencement.

JOHN THOMPSON.

Victoria, B.C., March 26, 1883. mh30

NOTICE

I HEREBY GIVE NOTICE THAT I INTEND TO apply to the Chief Commissioner of Lands and Works to purchase one hundred and sixty (160) acres of land, situated on the North bank of Skeena river, about three miles above the Aberdeen Cannery:—

Commencing at a stake placed near high water mark, and running Northerly 40 chains; thence East 40 chains; thence South 40 chains; thence along the shore line 40 chains back to place of commencement.

No minerals are known to exist in the neighborhood. JOHN CUTHBERT.

Skeena River, Feb. 22nd, 1883. mh:3

NOTICE.

NOTICE IS HEREBY GIVEN, THAT THE UNdersigned has made application to the Chief Commissioner of Lands and Works to purchase three hundred and twenty (320) acres of land, situated on southeast bank of the South Thompson River:

Starting at a stake at the mouth of Harper's Creek and running up the creek eight hundred and eighty (880) yards to the foot of the mountain; thence along the foot of the mountain seventeen hundred and sixty (1760) yards to a stake; thence eight hundred and eighty (880) yards to a stake on the bank of the South Thompson River; thence down the river seventeen hundred and sixty (1760) yarys to starting point.

GEORGE B. MARTIN.

South Thompson, B.C., March 15th, 1883. mh30

NOTICE.

NOTICE IS HEREBY GIVEN THAT WE INTEN to make application to purchase Three Thousand three hundred and sixty (3,360) acres of land situate on Rupert Arm, Quatsino Sound, Vancouver Island, British Columbia:—

Commencing at the Southeast corner of the ground applied for by Edward Stephens; thence North 40 chains, more or less; thence West 160 chains, to the Northeast corner of Section 1, Quatsino District; thence North 160 chains; thence East 200 chains; thence South 200 chains, more or less, to the shore on Rupert Arm; thence West, following the sinuosities of the shore, to the point of commencement.

SAM'L CLAY,
GEO. NORTH,
J. HUNTINGTON,
J. J. ROBERTSON.

Victoria, B.C., 3rd March, 1883. mh17 2m

I HEREBY GIVE NOTICE

THAT I INTEND TO ASK PERMISSION FROM the Chief Commissioner of Lands and Works for permission to purchase One Hundred and Sixty Acres of Land situated on the South Bank of Skeena River, British Columbia, about one mile and a half below Point Lambert, commencing at a point on the beach at a stake marked Northeast; thence running Southwest 40 chains; thence Southeast 40 chains; thence Northeast 40 chains; thence Northwest 40 chains; to point of commencement.

No minerals are known to be on this land.

DONALD R. LORD.

Victoria, 23rd Feb. 1883. mh21 2m

NOTICE

I HEREBY GIVE NOTICE THAT I INTEND TO make application to the Chief Commissioner of Lands and Works for permission to purchase a small Island, situate in the mouth of the Hauckstall River, immediately above Port Essington.

No minerals are known to exist on said Island.

JOHN CUTHBERT.

Skeena River, Dec. 26th, 1882. mh23

I HEREBY GIVE NOTICE

THAT I INTEND MAKING APPLICATION TO the Chief Commissioner of Lands and Works for permission to purchase 320 acres of land in Osoyoos Division of Yale District, described as follows:

Commencing at a point on the 49th parallel of north latitude, about 5 miles west of Osoyoos Lake; thence true North 40 chains; thence true West 80 chains; thence true South 40 chains; thence true East along the 49th parallel of north latitude 80 chains to the point of commencement.

HENRY NICHOLSON.

Victoria, F 5th, 1883. mh1

NOTICE.

NOTICE IS HEREBY GIVEN THAT I INTEND to make application to Chief Commissioner of Lands and Works for permission to purchase 240 acres of meadow land, known as Duck's Lake, situate about nine miles south of my residence, South Thompson.

Beginning at stake A, and proceeding thence 1,320 yards to a stake B; thence 880 yards to stake C; thence 1,320 yards to stake D; thence 880 yards to starting point. JACOB DUCK.

South Thompson, March 17th, 1883. ap13tw

NOTICE.

I HEREBY GIVE NOTICE THAT I INTEND TO make application to the Chief Commissioner of Lands and Works for permission to purchase the following pieces of and, containing 1,100 acres, situated on Vancouver Island and described as follows:—

1. Commencing at a stake on the West shore of Menzies Bay; thence in a Southeasterly direction, along the shore line, about 80 chains to a creek at the South end of the bay; thence South 40 chains; thence West 100 chains; thence North 200 chains; thence East, to the water at the North end of the Bay; thence 80 chains Southeasterly along the shore line to the place of beginning.

2. Commencing at creek at the head or South end of Duncan Bay; thence South 10 chains; thence West 50 chains; thence North 40 chains; thence 40 chains East to the water; thence Southerly 40 chains along the shore line to place of commencement.

WM. P. SAYWARD.

Victoria, February 16th, 1883. ap3

NOTICE

TO WHOM IT MAY CONCERN--TWO MONTHS after date I, the undersigned, intend to apply to the Chief Commissioner of Lands and Works for permission to purchase One Hundred and Sixty Acres of land at Newhulst, Dean's Canal.

Commencing at post marked A; thence running Westerly 40 chains to post B; thence Northerly 40 chains to post C; thence Easterly 40 chains to post D; thence Southerly 40 chains along the shore to point of commencement. JOHN CLAYTON.

Victoria, April 21, 1883. ap22*2m

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Union India Rubber Co.'s

Pure Para Gum

CRACKPROOF

RUBBER BOOTS.

BEWARE OF IMITATIONS!

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S. M. RUNYON, } Agents.

mh6dwtf San Francisco.

CROWN GRANTS ORDINANCE, 1870.

SECTION XCIX, ESQUIMALT DISTRICT.

NOTICE IS HEREBY GIVEN THAT I shall, in accordance with the provisions of the "Crown Grants Ordinance, 1870," and at the expiration of three months from the date hereof, recommend the issue of a Crown Grant to THOMAS PRITCHARD, Esq., of that piece of land situate in Esquimalt District, represented within the lines lettered XCIX. upon the official map of Esquimalt District, unless objection be made to me in the meantime, in writing, against the issue thereof.

H. B. W. AIKMAN,
Registrar-General.

Land Registry Office,
21st February, 1883. fe23

HOTELS, RESTAURANTS AND SALOONS.

CHRIS. H. SCHMIDT, Formerly of Russ House. C. S. BUSH.

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BUSH & SCHMIDT - - PROPRIETORS

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Terms: $1.50, $2 and $2.50 Per Day.

Still lower terms for Excursion and other large parties. Superior accommodation for families, at very moderate rates.

Hotel Coach in waiting at all Boats and Trains to convey Guests to the House Free of Charge.

☞ The Hotel has been renovated and refurnished from top to bottom.

Mr. Chris. Schmidt, for the last 14 years connected with the Russ House, the latter 11 years in the capacity of Head Clerk, will be ever ready to attend to all the wants of our patrons.

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ap18dw3m

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It contains ample accommodation, and an excellent table is spread for guests.

TERMS:

Board & Lodging per Week........................$6 0
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At the BAR will be found the best qualities of Wines, Liquors and Cigars.

ALEX. DAVIDSON, Proprietor.

☞ Mrs DAVIDSON personally superintends the Cooking and the Rooms. ap7 2m

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HAVING IMPORTED ONE OF THE CELEbrated

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And having been appointed Agent for B. C for those unrivaled tables, I would extend all lovers of the game and intending purchasers a cordial invitation to give me a call at the

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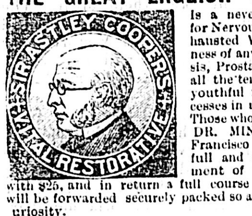
And judge for themselves as to the quality and style of table before purchasing elsewhere.

D. M. ELLIS,
Commercial Hotel, cor. Douglas and
ap1 6m Cormorant sts., Victoria, B. C.

MEDICAL

THE GREAT ENGLISH REMEDY.



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DR. MINTIE will agree to forfeit **FIVE HUNDRED DOLLARS** for a case of this kind the **VITAL RESTORATIVE** (under his special advice and treatment) will not cure, or for anything impure or injurious found in it. **DR. MINTIE** treats all Diseases successfully without mercury. **CONSULTATION FREE.** Thorough examination and advice $5 00. Price of **VITAL RESTORATIVE,** $3 00 a bottle, or four times the quantity, $10; sent to any address upon receipt of price, or C.O.D., secure from observation, and in private name if desired, by **A. E. MINTIE, M. D., 1KEARNEY STREET, SAN FRANCISCO, CAL**

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☞ Full particulars in our pamphlet, which we desire to send free by mail to everyone. ☞ The Specific Medicine is sold by all druggists at $1 per package, or six packages for $5, or will be sent free by mail on receipt of the money, by addressing THE GRAY MEDICINE CO., Toronto, Ont. ☞ Sold by all Druggists in Canada and the United States. de23

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Money on bond and mortgage and in sums to he demands.

Conveyances of every description done at reasonab ates. del

NOTICE TO CLAIMANTS OF LAND.

NEW WESTMINSTER DISTRICT.

NOTICE IS HEREBY GIVEN THAT Lot 472, Group I, New Westminster District, has been surveyed for G. E. Corbould, Esq., as the land claimed by him under Pre-emption Record No. 1,261, dated February 13th, 1883, being a transfer of Mr. Mackie's Pre-emption Claim. No. 1,216, dated June 19th, 1874.

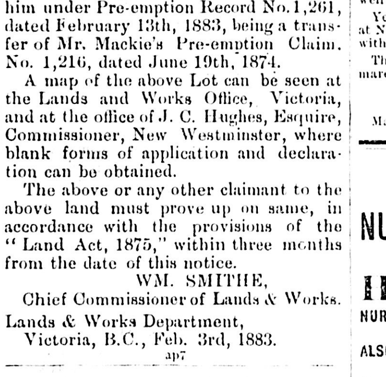
A map of the above Lot can be seen at the Lands and Works Office, Victoria, and at the office of J. C. Hughes, Esquire, Commissioner, New Westminster, where blank forms of application and declaration can be obtained.

The above or any other claimant to the above land must prove up on same, in accordance with the provisions of the "Land Act, 1875," within three months from the date of this notice.

WM. SMITHE,
Chief Commissioner of Lands & Works.

Lands & Works Department,
Victoria, B.C., Feb. 3rd, 1883.

ap7



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BILIOUSNESS,	*DIZZINESS,*
DYSPEPSIA,	*DROPSY,*
INDIGESTION,	*FLUTTERING OF THE HEART,*
JAUNDICE.	
ERYSIPELAS,	*ACIDITY OF THE STOMACH,*
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And every species of disease arising from disordered LIVER, KIDNEYS, STOMACH, BOWELS OR BLOOD,

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ON MORTGAGE AT LOW RATES.

TOWN LOTS AND FARMING LANDS FOR SALE ON EASY TERMS.

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mh16 Government street.

THOROUGHBREDS.

THE THOROUGHBRED STALLION FRANK HASTINGS

THE PROPERTY OF MR. THOS. HARRIS, OF VICTORIA,

WILL STAND FOR THE SEASON OF 1883 IN VICTORIA, FROM APRIL 1st TO JULY 1st.

Will also attend for the accommodation of Farmers during the Season every Monday at 12 o'clock at Peatt's Hotel, calling at Wayside Houses, Esquimalt Road and Parson's Bridge Hotel, returning by way of Burnside Road; home same day. On Thursdays at Mount Newton Hotel at 12 o'clock, going WEST ROAD; and at Mr Turgoose's Farm, South Saanich, at 4 o'clock same day and remaining there all night, returning home on Fridays, calling at Wayside Farms.

TERMS FOR THE SERVICE:

PEDIGREE MARES, $50, and $2 50 to the groom. All other Mares, $20, and $1 to the groom, the groom's fee to be paid at the time of service, and for the horse in 30 days from first service by note, to be given same day, or cash.

THESE TERMS WILL BE STRICTLY ADHERED TO BY OWNER

☞ Mares from a distance will be provided with Pasturage if required at $1 per week. Accidents at owner's risk.

PEDIGREE OF FRANK HASTINGS

Bay stallion, bred by James Merritt, of Napa, Cal., by Monday, 1 dam, Sweetwater, by Volscian; 2 dam, Lady Setty, by Argyle; 3 dam, by Duke of Bedford; 4 dam, by Cherokee; 5 dam, by Gallant, son of Imported Diamond; 6 dam, by Collier; 7 dam, by Imported Pantaloon.

MONDAY, BY COLTON.

1 dam, Molly Jackson, by Vandal; 2 dam Emma Wright, by Imported Margrave; 3 dam, Fanny Wright, by Silver Heels; 4 dam Aurora, by Lloyd's Vgingt'un; 5 dam, Pandora, by Grey Diomed; 6 dam, by Hull's Union; 7 dam, by Leonidas; 8 dam, by Imported Othello; 9 dam, by Imported George's Juniper; 10 dam, by Imported Traveller; 11 dam, by Imported mare Selima, by Godolphin Arabian.

COLTON, BY LEXINGTON.

1 dam, Topaz, by Glencoe; 2 dam, Emerald, by Imported Leviathan; 3 dam, Imported Eliza, by Rubens; 4 dam, Little Folly, by Highland Fling; 5 dam, Harriet, by Volunteer; 6 dam, Lady Sarah, by Alfred; 7 dam, Magnolia, by Marske; 8 dam, by Abraham.

VOLSCIAN, BY VANDAL.

1 dam, Grey Eagle mare, by Grey Eagle; am, Mary Morris, by Medoc; 3 dam, Miss Obs ate, by Sumter; 4 dam, Jenny Slamnerkin, by Tiger; 5 dam, Paragon, by Imported Buzzard.

FRANK HASTINGS was awarded First Premium for Thoroughbreds at the State Fair of Oregon, in 1880; also, at the British Columbia Provincial Fair, held at Victoria in September, 1882, the Gold Medal for the Best Stallion exhibited.

Victoria, B.C., Jan. 15th, 1883. ja18dw5m

NOTICE TO BREEDERS OF FINE HORSES.

CAPTAIN SLIGART

WILL STAND FOR THE SEASON AT GOSnell's stables on FRIDAY and SATURDAY of each week, from 9 a. m. to 6 p. m.

CAPT. SLIGART was sired by old Capt. Sligart and owned by W. C. Meyer, Ashland Mills, Oregon. Stock on sire's side Diomed and Messenger. Young Sligart's dam was Harriet, sired by Coburg, who weighed 2240 lbs., also owned by W. C. Meyer. Harriet's dam was Black Bet, of Copper-bottom stock; her grand sire was imported by General Jackson.

Sligart is a dark bay, black mane and tail; of large trotting stock; his father weighed 1440 lbs. and trotted a mile in 2 minutes and 42 seconds. His (Sligart's) uncle, Capt. Fisher, of California, for a long time was the leading trotter of the state.

TERMS—$15 for the Season; $25 if insured.

Capt. Sligart is the property of Mr. J. P. HOULIHAN, of Richmond, Victoria District. ap26dw2m

NOTICE TO HORSE BREEDERS.

"PLOUGHBOY,"

WINNER BY TWO SUCCESSIVE SEASONS of the "Irving" Challenge Cup, is now rising 5 years old, and will, during the season of 1883 stand at owner's stables, Nicola Lake, on the following terms and conditions:—

FEES—TWENTY DOLLARS EACH MARE, WHICH COVERS INSURANCE, THE SAME TO BE PAID WHEN MARE IS PROVED TO BE WITH FOAL.

Season commences 1st of May and ends on last day of July.

"Ploughboy" is a dark, dapple bay, stands 17 hands high, proportionably built, being also a horse of splendid temper, action and powerful muscle.

"Ploughboy" was got by "Wellington," and out of the celebrated brood mare "Nellie," weighing 1,555 lbs. The breeding of both sire and dam is too well known to require repetition.

Yearling Colts got by "Ploughboy" are to be seen at Nicola Valley, and will bear favorable comparison with the get of any other first-class sire.

The owner will not be responsible for accidents to mares (or foals) sent to this horse.

JOHN GILMORE,
Nicola Lake.

March 16th 1883. mh27dw2m

P. T. JOHNSTON & CO.,

(Successors to Mitchell & Johnston

NURSERYMEN, SEEDSMEN,

AND FLORISTS,

HAVE ON HAND A LARGE AND VARIED assortment of

NURSERY STOCK OF ALL DESCRIPTIONS, POT PLANTS, ETC.

ALSO, FARM, GARDEN AND FLOWER SEEDS OF ALL DESCRIPTIONS.

For further description see priced Catalogues, which will be forwarded on application.

SEED STORE: Occidental Buildings Fort street, NURSERY: Cadboro Bay Road no2dw6m

THE PARTNERSHIP

HITHERTO EXISTING BETWEEN W. H. Wright and Rafael Valenzuela, at Dog Creek, as General Traders and Packers, is this day dissolved by mutual consent. All debts due by the late firm will be paid by Rafael Valenzuela, and all accounts owing to the late firm to be paid only to the said Rafael Valenzuela.

(Signed) R. VALENZUELA
Witness—F. SOUES. W. H. WRIGHT.

Clinton, April 23d, April, 1883. ap29dw

ENGINES, BOILERS, PUMPS, WOOD AND IRON WORKING MACHINERY, BELTING PACKING HOSE, ETC., ETC. mh14dwly

NEW ADVERTISEMENTS.

THE STANDARD LIFE ASSURANCE CO'Y,

ESTABLISHED 1825.

GOVERNOR—HIS GRACE THE DUKE OF BUCCLEUCH AND QUEENSBERRY, K. G.

INVESTED FUNDS UPWARDS OF..................$29,000,000
ANNUAL REVENUE UPWARDS OF..................$4,000,000
SUBSISTING ASSURANCES EXCEED..................$100,000,000

DIVISION OF PROFITS, 1885.

THE ELEVENTH DIVISION OF PROFITS will be made as at 15th November, 1885, and Persons taking out Policies on the Participating Scheme during the present year will share in the Division of Profits then to be made, the sum to be divided being the whole divisible Profits which have arisen since 15th November 1880. The Company have already divided Profits on TEN occasions, when large additions were made to Participating Policies, nearly Eighteen Million Dollars having been added to Policies in Bonus Additions.

Proposals for Assurance are dealt with by the Local Board of Directors, who have full power to accept them and issue Policies without reference to Head Office.

BRITISH COLUMBIA, VICTORIA—BOARD OF DIRECTORS.

A. J. LANGLEY, Esq., J. P.
C. S. JONES, Esq., Accountant, Bank of British Columbia.
WM. THOS. LIVOCK, Chief Factor Hudson's Bay Company.
ALEX. A. GREEN, Esq., Banker.
HUGH BOWLSBY WILSON AIKMAN, Esq., Registrar-General.

MEDICAL OFFICER—DR. JAMES TRIMBLE.

Rates of Premium and full information can be obtained from the AGENTS AND SECRETARIES TO THE BOARD:

ROBERT WARD & CO. - ap5 - - VICTORIA.

WANTED, 1200 LOTS

OF LADIES' AND GENTLEMEN'S

CAST-OFF CLOTHING,

FOR WHICH THE

HIGHEST CASH PRICES WILL BE PAID.

N. POINTER,

JOHNSON STREET, TWO DOORS WEST OF BROAD

Parties will be waited on at their residences in any part of the city.

FURNITURE BOUGHT AND SOLD.

N. B.—No business will be transacted at this Store between 10½ o'clock Saturday night and 7 o'clock on Monday morning. au30 6m

OFFICE OF THE CONTRACTORS

CANADIAN PACIFIC RAILWAY

YALE, March 1st, 1883.

NEW SCHEDULE OF WAGES FOR WHITE LABOR

— ON THE

Canadian Pacific Railway

IN BRITISH CLOUMBIA.

Overseers	$125 ₱ month	
Rock Foreman	$3 to $4 ₱ day	
Earth Foremen	$2 50 to $3	"
Bridge Foremen	$3 50 to $4	"
Bridge Carpenters (1st class)	$3 50	"
do do (2d class)	$3	"
Masons	$2 50 to $3 50	"
Stonecutters	$3 to $3 50	"
Blacksmiths (1st class)	$3 50	"
do (2d class)	$3	"
Drillers	$2 to $2 25	"
Laborers	$1 57 to $2	"
Hewers	$3 50	"
Choppers	$2 to $2 50	"

All outside labor 10 hours per day.

All carpenters to furnish their own chest tools.

All employés find themselves bed, board and lodging.

Boarding Houses will be convenient along the line.

Board $4 per week.

It will not be compulsory for employés to board in the Company's houses

Wages will be paid monthly on the 10th of each month.

A. ONDERDONK,
mh7 General Manager.

VICTORIA HIDE DEPOT.

HIGHEST CASH PRICE PAID FOR

HIDES, SHEEP AND DEER SKINS

OFFICE REMOVED TO WHARF STREET DIRECTLY OP SITE J. P. DAVIES & CO'S AUCTION ROOMS.

H BORNSTEIN.

N. B.—Liberal Cash Advances made on consignments.

AGENT for Louis Shloss &Co., San Francisco. jy8

LIME! LIME!

WE, THE UNDERSIGNED, BEG TO ANnounce that our charge for Lime in future will be

$1 25 PER BARREL TO CONTRACTORS AND $1 50 PER BARREL RETAIL.

J. HAGGERTY,
T. ATKISSON.

April 13th, 1883. ap14 1m

CLARET!

A SHIPMENT JUST TO HAND IN CASES.

ST. ESTEPHE MEDOC
MARGAUX

For sale to the Trade by

ROBERT WARD & CO.

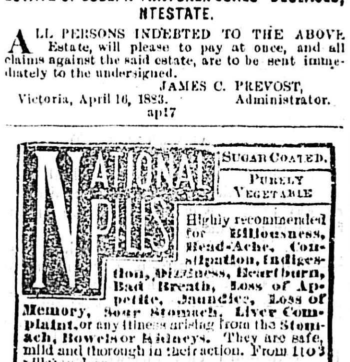
WHARF STREET.

ap21

ESTATE OF JOSEPH THATCHER JONES DECEASED, INTESTATE.

ALL PERSONS INDEBTED TO THE ABOVE Estate, will please to pay at once, and all claims against the said estate, are to be sent immediately to the undersigned.

JAMES C. PREVOST,
Victoria, April 16, 1883. Administrator.
ap17



J. & A. BOSCOWITZ,

JOHNSON ST., NEAR WHARF,

HIGHEST CASH PRICE [illegible]

FURS AND DEER SKINS.

al2 3m

AGENTS WANTED—LIVE AGENTS IN EVERY country for the Encyclopedia Britannica, American reprint; the leading cyclopedia of the world; one order a day will make $100 per week; some agents take as high as nine orders in one day. Apply to MR. PERSON, with A. L. Bancroft & Co., 721 Market street. ap11

AGENTS WANTED—OLD AGENTS SAY IT IS the easiest and fastest selling book they ever handled; "Gaskell's Compendium of Forms"—social business, etc., comprising complete forms for bookkeeping, agriculture and other business; ask for or address F. PERSON, with A. L. Bancroft & Co., 721 Market st.; agents wanted in every country on the coast. ap11

WANTED—8 OR 10 SUCCESSFUL BOOK agents of enterprise and pluck, to operate as general agents and train others to introduce a new work of remarkable merit and great salability; positions are worth $1,000 to $2,500 per annum. Address giving full particulars of experience, age, etc, MR. F. PERSON, with A. L. Bancroft & Co., 721 Market street, San Francisco. Cut this out and send to us. ap11

PUBLIC NOTICE.

TO WHOM IT MAY CONCERN.

NOTICE IS HEREBY GIVEN THAT any and all persons found cutting, felling or removing timber from the Government Reserve at Parson's Bridge, known as Section 98, Esquimalt District, without permission in writing from the Chief Commissioner of Lands and Works, will be prosecuted according to law.

WM. SMITHE,
ap6 C. C. of L. W.

WELLINGTON COAL.

W. T. DRAKE,
COAL AND COMMISSION MERCHANT,

OFFICE—FOOT OF YATES STREET.

8.—Free and Bonded Storage.

FINDLAY, DURHAM & BRODIE

OFFER FOR SALE:

SUGAR—Central American and China, various grades.

TEA—English Breakfast Congou.

COFFEE—Costa Rica.

OILMEN'S STORES.

VINEGAR—In Octaves.

MUSTARD, COCOA.

SALT—Liverpool Coarse and Fine.

Shop Twines, Hessians, Grain Sacks,

COALS—Blacksmith's English.

CEMENT—Portland. **FIRE BRICKS**—Cowan s

GUNS, CARBINES, PERC'N CAPS,

BLANKETS—2½, 3 and 5 Points.

SHAWLS—For Indian Trade.

WORSTED YARN.

VARNISHES—Noble's & Hoare's.

TIN PLATES, PIG LEAD, SLAB TIN, COPPER BARS.

LIQUORS, A FULL ASSORTMENT.

Wharf Street, 5th April, 1883. ap6

NOTICE.

TO INTENDING PURCHASERS OF FLOWER SEEDS.

I WOULD STATE THAT THE DEMAND FOR my seeds has been so much greater than I expected that my stock of many varieties has been exhausted.

I HAVE STILL A VERY LARGE STOCK OF

BEDDING & ORNAMENTAL PLANTS,

WHICH I OFFER CHEAPER THAN EVER BEFORE OFFERED IN THIS PROVINCE.

PLANTS sent safely by mail to any part of the Province.

☞ Send for Catalogue to

C. A. McTAVISH,
Seed Grower and Florist,
ap10dw1m North Saanich, V. I.

NOTICE.

I THE UNDERSIGNED HAVE NOTHING TO DO with the collecting of A. Bunster's outstanding debts for W. P. Sayward.

ap29 A. DONOHUE

SHIPS AND STEAMERS.

FOR FT. WRANGEL & WAY PORTS

THE C. P. N. CO.'S STEAMER

OTTER,

CAPT. MEYER,

Will leave the C. P. Navigation Co.'s wharf for

FT. WRANGEL, SIMPSON, SKEENA RIVER AND RIVERS INLET

On FRIDAY, 11th May, at 2 p. m.

No Freight received after 1 p.m. on day of sailing.

For Freight or Passage apply at office on wharf.

my8 JOHN IRVING, Manager.

STEAMER "GLENELG," FROM HONGKONG.

NEITHER CAPT. SPEEDILY NOR THE UNdersigned will be responsible for any debts which may be contracted by the crew of the steamer "Glenelg." FINDLAY, DURHAM & BRODIE, Agents for Steamer.

FOR FORT WRANGEL, NAAS AND SKEENA RIVERS.

CONNECTING AT WRANGEL WITH STEAMER GERTRUDE FOR GLENORA AND TELEGRAPH CREEK, STICKEEN.

THE POWERFUL IRON SCREW Steamship

"SARDONYX,"

CAPT. JAS. GAUDIN.

Will sail from Dickson, Campbell's wharf for the above mentioned ports WEDNESDAY, May 16. at 6 p. m.

For Freight and Passage apply to

my6 H. SAUNDERS, Agent.

NOT RESPONSIBLE.

Str EMPIRE, from San Francisco.

NEITHER THE MASTER NOR THE OWNERS of the above vessel will be responsible for any debts contracted by the crew.

C. H. BUTLER, Master.
my6 3t R. D. CHANDLER et al Owners

BARK NANAIMO.

THE FAST SAILING BARK

NANAIMO

Will leave San Francisco on or about the 12th inst., and will carry Freight to Victoria and Nanaimo.

C. CARPENTER.

San Francisco Agent—J. Gutte, 307 California St. my4

TIME TABLE

— OF —

STEAMER MAUDE

FOR MAY, 1883.

WILL LEAVE VICTORIA FOR BURrard Inlet at 7 a.m. on the 7th, 15th, 21st and 29th.

Burrard Inlet for Nanaimo on..........8th and 22n
Nanaimo for Comox on..........9th and 23rd
Comox for Nanaimo on..........10th and 24th
Nanaimo and Burrard Inlet..........11th and 25th
Returning to Victoria......12th, 17th, 26th and 31st

my4dw J. SPRATT, Owner.

C. P. N. CO., LIMITED.

STEAMER FOR LADNER'S LANDING AND NEW Westminster, connecting at New Westminster with steamer for Yale and all way ports,

Leaves Victoria on TUESDAYS and FRIDAYS at 7 a. m.

Leaves New Westminster for Victoria and Yale WEDNESDAYS and SATURDAYS at 7 a. m.

THROUGH STEAMER

FROM VICTORIA TO YALE,

Stopping at New Westminster, Maple Ridge, Mission Sumas, Chilliwhack, Popcum, Hope, Emory and Yale,

Every WEDNESDAY and SATURDAY at 1 p. m.

Leaves Yale MONDAYS and FRIDAYS at 3 a. m.

my2 JOHN IRVING, Manager.

NOT RESPONSIBLE.

Barque LEBU, Capt. Mutch, fm Liverpool.

NEITHER THE CAPTAIN NOR THE UNDERsigned consignees of the above vessel will be responsible for any debts contracted by the crew.

WELCH, RITHET & CO.
Victoria, B C., April 24, 1883. ap25

CONSIGNEE NOTICE.

Barque LEBU, Capt. Mutch, fm Liverpool.

THIS VESSEL WILL DISCHARGE CARGO at our wharf to-day and following days.

Consignees are requested to present Bills of Lading at the office of the undersigned, pay freight and receive delivery orders for their good.

Goods remaining on the wharf after 5 o'clock p. m. each day will be at the risk and expense of the consignees thereof respectively.

WELCH, RITHET & CO.
Consignees barque Lebu.
Victoria, B.C., 25th April, 1883. ap25

NOT RESPONSIBLE.

Ship JESSIE OSBORNE, from Liverpool.

NEITHER CAPT. LEAHY NOR THE UNDERsigned will be responsible for any debts contracted by the crew of the above vessel.

TURNER, BEETON & CO.,
Consignees.
Victoria, April 21, 1883. ap22

CONSIGNEE NOTICE.

Ship JESSIE OSBORNE, from Liverpool.

WILL COMMENCE DISCHARGING CARGO immediately.

Consignees are requested to present their Bills of Lading at the office of the undersigned and receive delivery orders for their goods.

Any goods remaining on the wharf at 5 p. m. each day will be at the risk of the consignees thereof respectively.

TURNER, BEETON & CO.
ap22 Consignees.

NOTICE.

American ship INVINCIBLE, from Hongkong.

NEITHER CAPT. STRICKLAND NOR THE UNdersigned consignees will be responsible for any debts contracted by he crew of the above mentioned vessel. ROBERT WARD & CO.

4 Commercial Row, Wharf street. ap22

FOR VICTORIA DIRECT, FROM LIVERPOOL.

THE A1 AT LLOYD'S, 18 YEARS, COMposite Clipper Barque

MIAKO,

516 tons, register, is now on the berth at Liverpool, will have quick dispatch. Orders by letter will be in time for this vessel.

TURNER, BEETON & CO.
ap21 1m Consignees.

CONSIGNEE NOTICE.

American ship INVINCIBLE, Strickland, Master, from Hongkong.

THE ABOVE VESSEL WILL COMMENCE discharging cargo on Saturday morning, 21st inst., at 10 a.m.

Consignees are requested to present bills of lading and pay freight to the undersigned, by whom delivery orders will be issued.

ROBERT WARD & CO.,
Consignees "Invincible.
Wharf st., Victoria, 20th April, 1883. ap21

NOTICE.

NO FREIGHT WILL BE RECEIVED FOR THE Steamer R. P. Rithet, after 11:30 a. m. on day of sailing. JNO. IRVING,
ap18 1m Manager.

LEGAL NOTICE.

MR. IRVING HAVING ACCEPTED THE OFfice of Deputy Attorney General, the partnership heretofore existing between the undersigned as EBERTS & IRVING, Barristers and Solicitors, is this day dissolved.

MR. EBERTS will continue the practice.

D. M. EBERTS.
P. Æ. IRVING,
Victoria, 30th April, 1883. my5tf

WILSON & HUMKE,

CARPENTERS AND BUILDERS,

Cor. QUADRA and FORT STREETS.

Store Fitting, Jobbing, Sawfiling and Grinding.

All orders promptly executed. my9 1m

DENTISTRY.

I am the only Graduate Practising Dentistry in this City.

J. CALDER, D. D. S.,

GRADUATE AND FELLOW OF THE BOSTON DE COLLEGE,

OFFICE—SPENCER'S PHOTOGRAPHIC GALLERY Right hand side.

ap11 FORT STREET, - - - VICTORIA.

R. B. THOMPSON, DENTIST,

OFFICE:—Upstairs in old Masonic Building, GOVERNMENT STREET.

INSURANCE.

NORTH BRITISH & MERCANTILE FIRE INSURANCE COMPANY

OF LONDON.

ESTABLISHED 1809.

CAPITAL, £2,000,000 STERLING

ACCUMULATED FUNDS - - - - £3,286,126

LOSSES SETTLED WITH PROMPTITUDE AND LIBERALITY.

ALLSOP & MASON, Agents.
ap25 Government street.

THE CITY OF LONDON

FIRE INSURANCE COMPANY,

OF LONDON, ENGLAND,

CAPITAL - - - - - - $10,000,000.

Losses paid without reference to Home Office.

Chairman—Henry E. Knight, Lord Mayor.
L. C. Phillips, General Manager.

SOUTH BRITISH AND NATIONAL FIRE AND MARINE INSURANCE CO.

ÆTNA LIFE INSURANCE CO., OF HARTFORD, CON.

ASSETS - - - - - - $27,000,000.

JOHN NICHOLLES
Agent for British Colum
OFFICE:—Wells, Fargo & Co.'s Express.
oc19 1y

FIRE!

THE LIVERPOOL & LONDON & GLOBE

INSURANCE CO.

OF LIVERPOOL AND LONDON,

CAPITAL - - - - $10,000,000

THIS COMPANY WAS ESTABLISHED IN 1836 and is the Largest Fire Office in the World.

CLAIMS PAID in satisfaction of Fire Losses since date of establishment, upwards of $80,000,000.

Losses Settled with promptitude and liberality and without reference to head or other branch office.

HALL & GOEPEL,
mh8 1y Agents.

IMPERIAL FIRE INSURANCE CO.

1 OLD BROAD ST., AND 16 PALL MALL

LONDON,

INSTITUTED, - - - - 1803.

FOR INSURING HOUSES AND OTHER BUILdings, Goods, Wards, Merchandise, Manufacturing and Farming Stock, Ships in port, Harbor or Dock and the Cargoes of such ships; also, Ships building or repairing, Barges or other Vessels, on navigable rivers and canals, and Goods on board such vessels throughout Great Britain and Ireland, and in FOREIGN COUNTRIES, from loss or damage by fire.

SUBSCRIBED AND INVESTED CAPITAL—ONE MILLION HUNDRED THOUSAND POUNDS.

Risks Accepted at Current Rates Premium.

WELCH, RITHET & CO.,
Agents for British Columbia and Washington Territor
my10

NOTICE TO TAXPAYERS.

ASSESSMENT ACT AND PROVINCIAL REVENUE TAX.

VICTORIA DISTRICT,

INCLUDING VICTORIA CITY, VICTORIA, LAKE, NORTH AND SOUTH SAANICH, ESQUIMALT, HIGHLAND, METCHOSIN SOOKE, ALBERNI, CLAYOQUOT, BARCLAY, QUATSINO, SALLAS ISLAND, AND JAMES' ISLAND DISTRICTS.

NOTICE IS HEREBY GIVEN, IN ACCORDANCE with the Statutes, that Provincial Revenue Tax and all Taxes levied under the Assessment Acts are now due for the year 1883, and payable at my office, at the Treasury, James Bay, Victoria. Assessed Taxes if paid on or before June 30th, 1883, are collectable at the following rates, viz:—

½ of 1 per cent. on Real Property.
5 cents per acre on Wild Land.
One-fifth of 1 per cent on Personal Property.
½ of 1 per cent. on income.

If paid after June 30th, 1883:—

¾ of 1 per cent. on Real Property.
6 cents per acre on Wild Land.
¼ of 1 per cent. on Personal Property.
¾ of 1 per cent. on Income.

R. JONES,
Assessor and Collector.
Jan. 8th, 1883. my6

ROBERT WARD & CO.,

VICTORIA, B. C.,

COMMISSION MERCHANTS, SHIPPING — AND — INSURANCE AGENTS.

EXECUTE INDENTS FOR PRINCIPAL EXports and Imports.

OFFER CHARTERS to Vessels Seeking.

LIBERAL ADVANCES made on Consignments.

Agents for the Celebrated Brands of

FRASER RIVER CANNED SALMON, VIZ

EWEN & CO., "LION."
B. HAIGH & SONS, "STAR & TRIANGLE."

SOLE AGENTS FOR BRITISH COLUMBIA FOR

CURTISS & HARVEY'S Sporting & Blasting Powder
JOSEPH KIRKMAN & SON'S Prize Medal PIANOS.
JULES ROBIN & CO.'S BRANDY.

IMPORTERS OF

GIANT POWDER, CAPS and FUSE,
WINES, LIQUORS, HAVANA CIGARS, Etc

GENERAL AGENTS IN BRITISH COLUMBIA FOR

ROYAL INSURANCE COMPANY (FIRE & LIFE.)
LONDON AND LANCASHIRE FIRE INSURANCE COMPANY.
STANDARD LIFE ASSURANCE COMPANY.
UNION MARINE INSURANCE COMPANY.

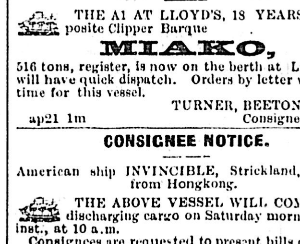
Risks accepted and Losses promptly paid.

Represented in London by Messrs. H. J. GARDINER & CO., 60 Queen Victoria street. E.C.

4 Commercial Row, Wharf St.,
Victoria, B.C., 15th March, 1882. ap19 3m

M. WRIGHT. GEO. RUDGE.

VICTORIA MARBLE WORKS



MONUMENTS
TABLETS
TOMBS, MANTEL
FURNITURE WORK,
ETC., ETC., E

☞ ALSO, FURNISH STONE FOR BUILDING PURPOSES.

DOUGLAS STREET, BET. CORMORANT AND FISGARD.

WRIGHT & RUDGE, PROPRIETORS.

All Orders promptly attended to and satisfactio guaranteed. no3dw3m

NOTICE.

FROM AND AFTER THIS DATE I WILL ONLY accept COIN FOR RENT, as well as for othe Payments to be made to me.

'30 LD. LOWENBERG

PRINTED AND PUBLISHED DAILY BY DAV W. HIGGINS, at his Office, Government, Victoria, B. C.